

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD & FINANCIAL NEWSPAPER.

In this issue a few facts
and figures, covering the
progress of the South and
West between 1880 and
1890, are given to disprove
some of the statements
made by the advocates of
free silver.

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Baltimore, October 16, 1896.



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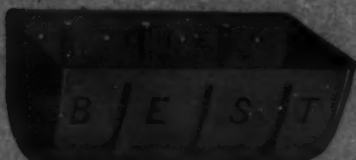
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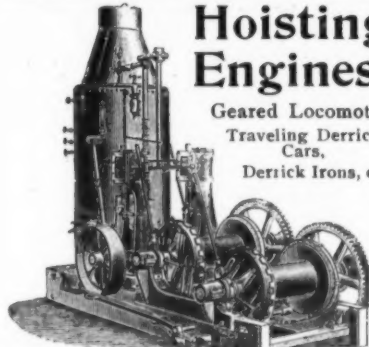
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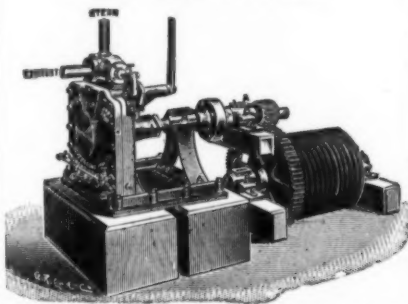
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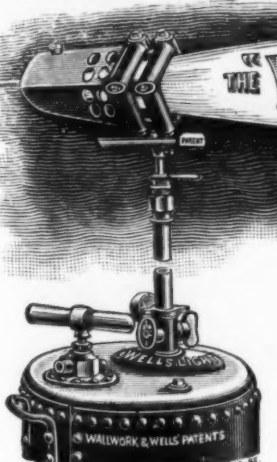
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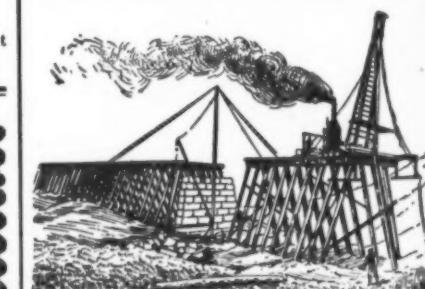
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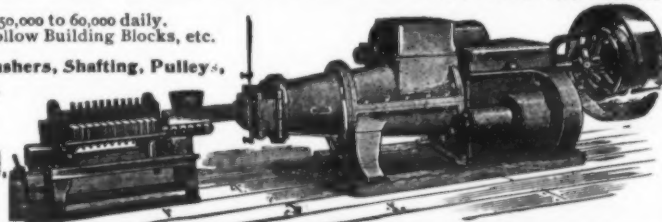
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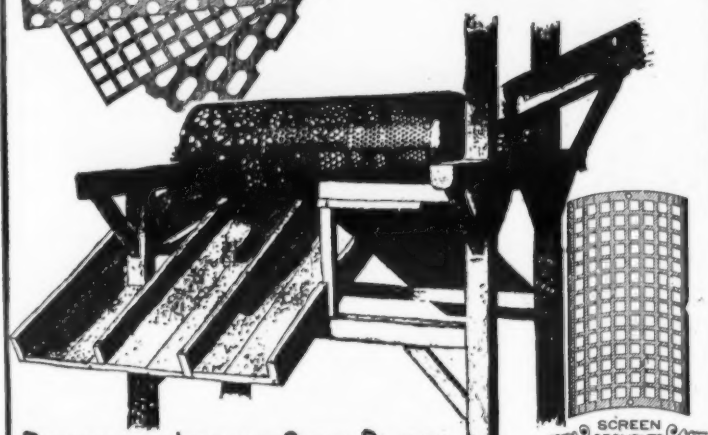
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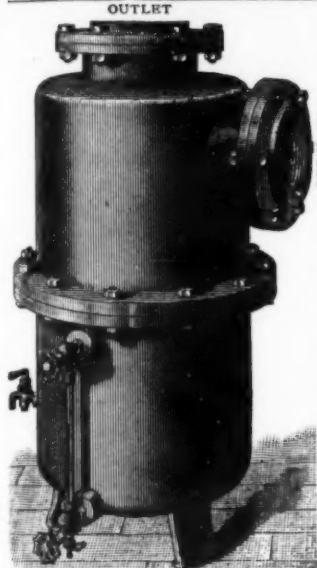
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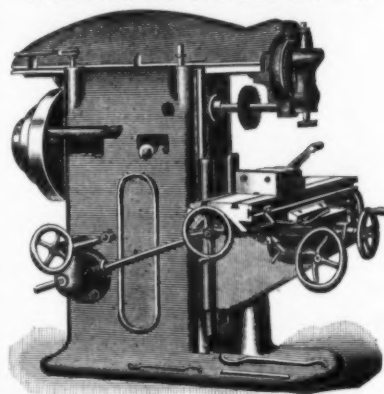
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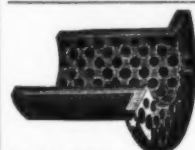


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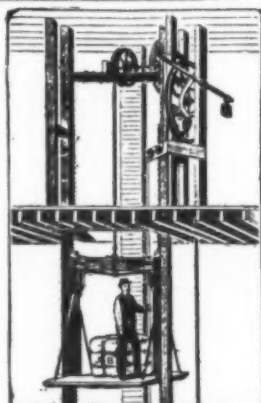
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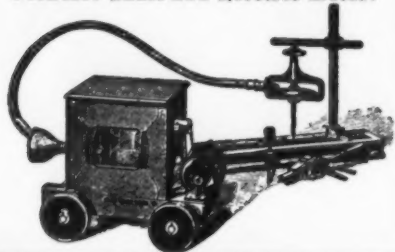
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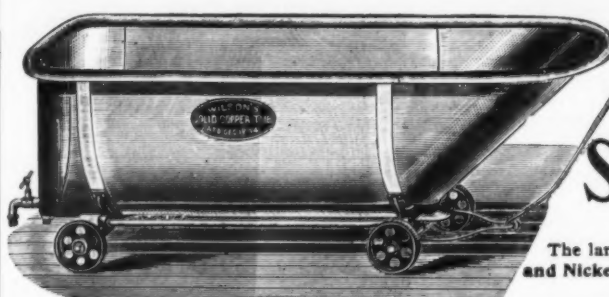
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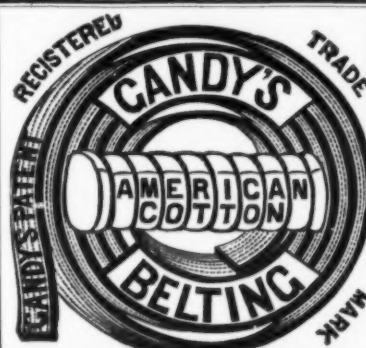
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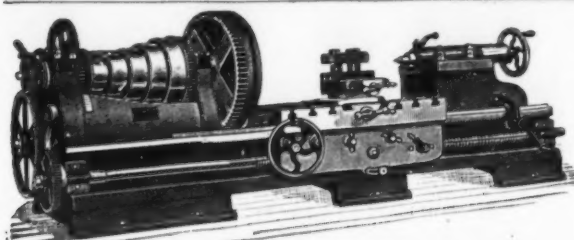
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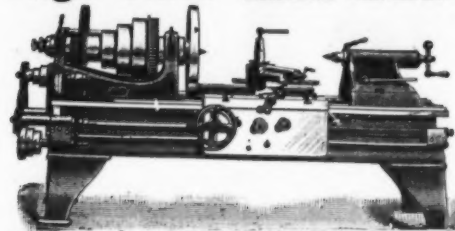
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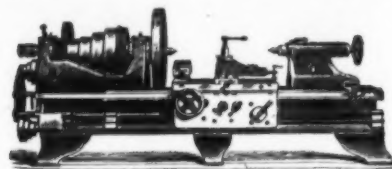


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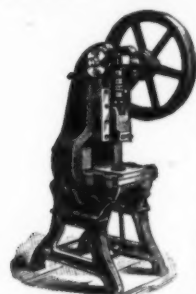
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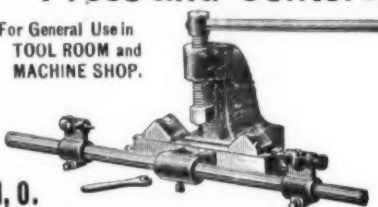


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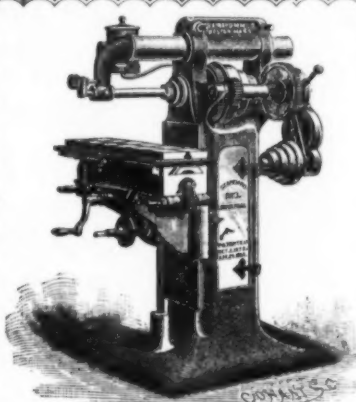
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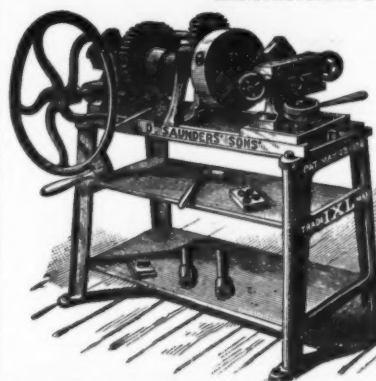
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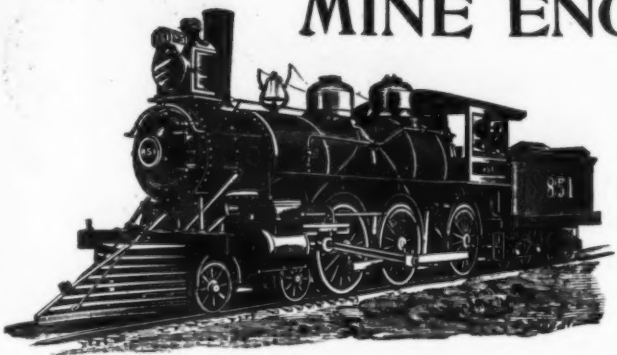
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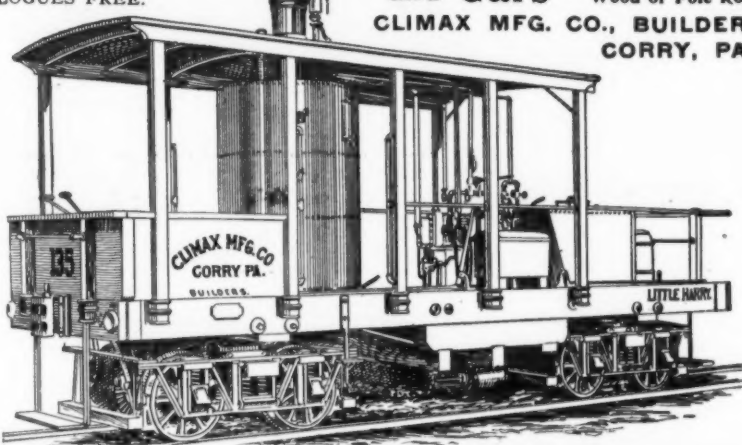
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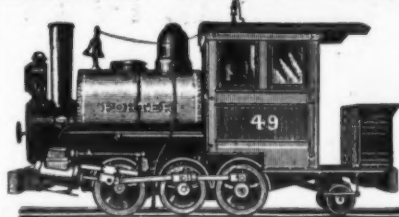
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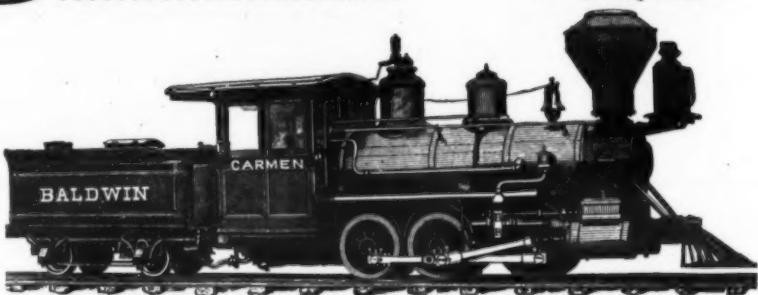
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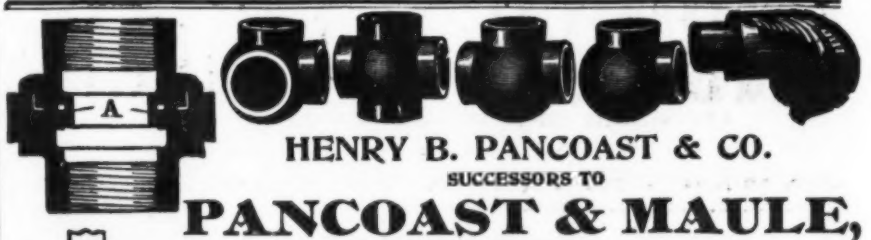
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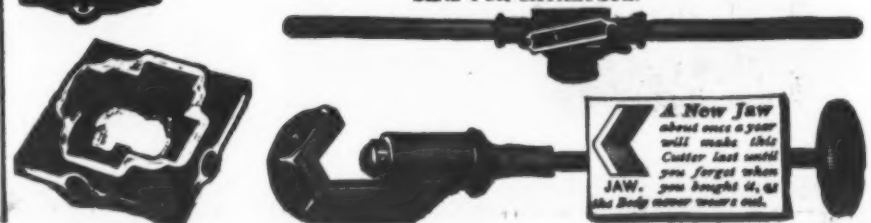
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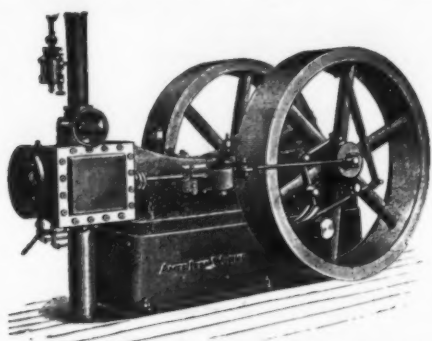
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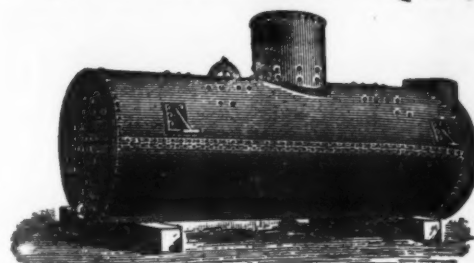


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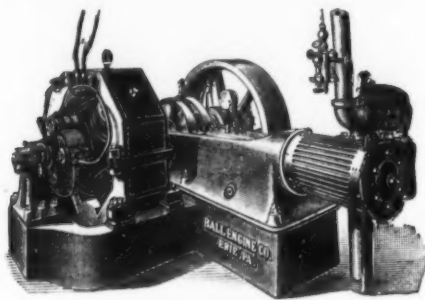
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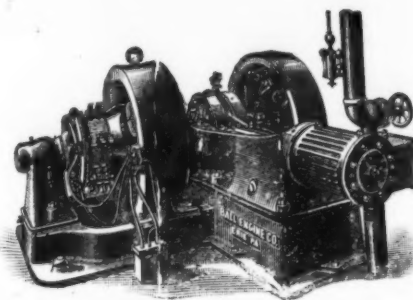
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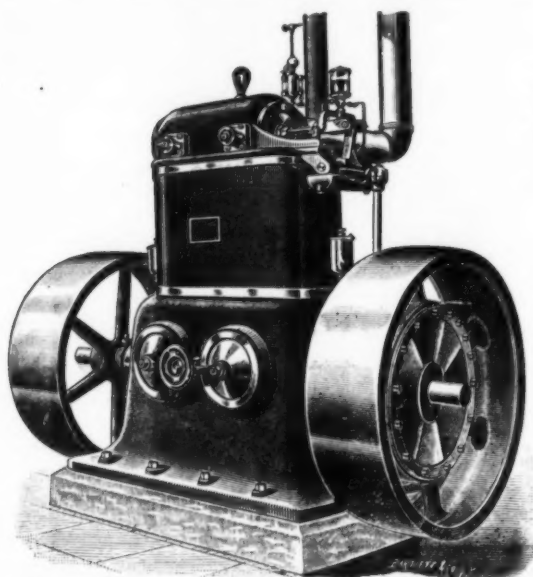
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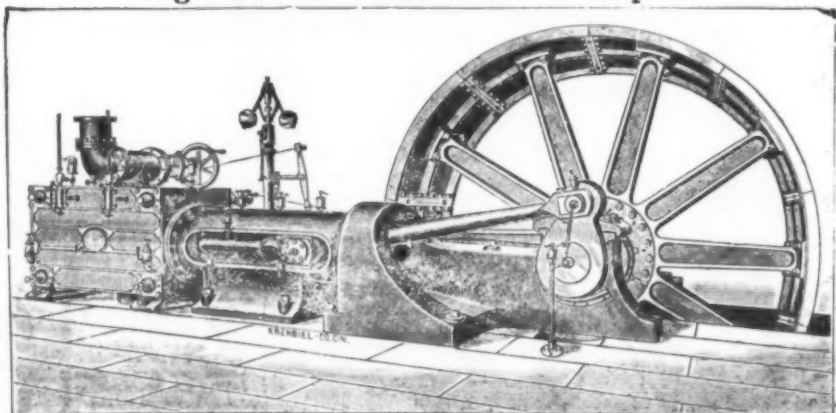
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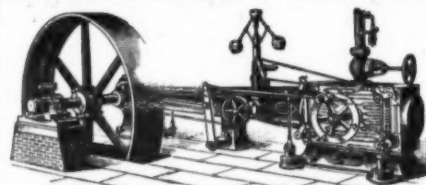
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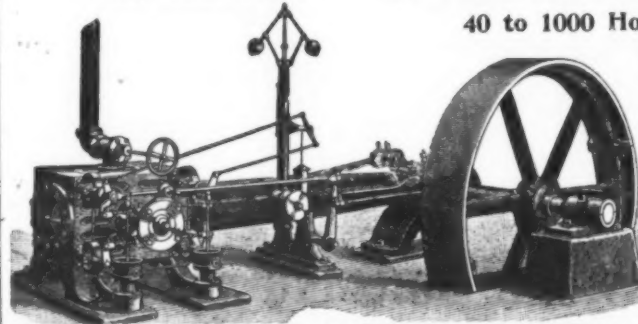
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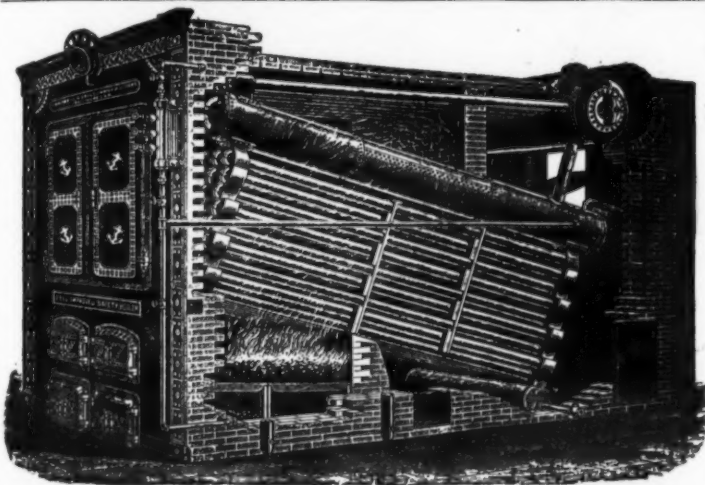
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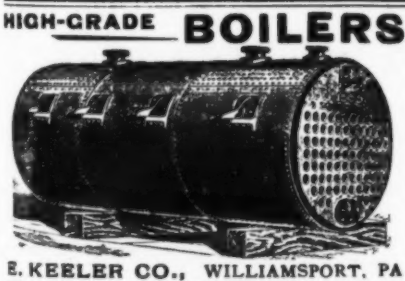
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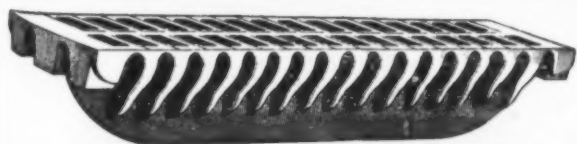
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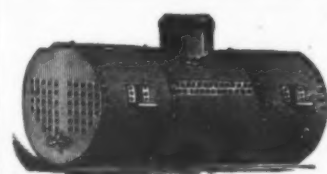


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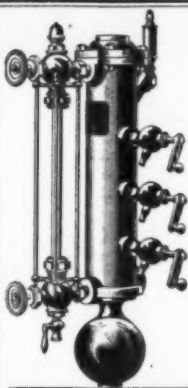
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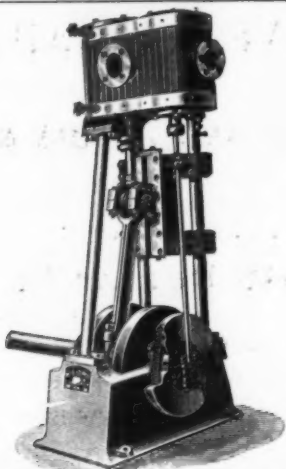
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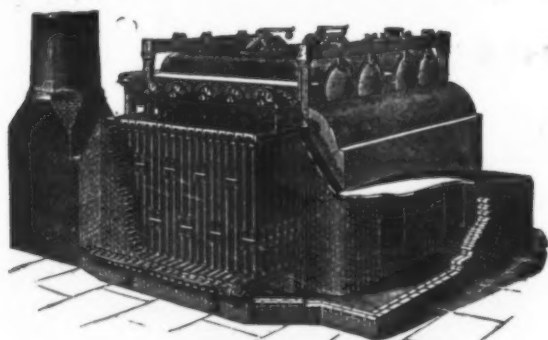
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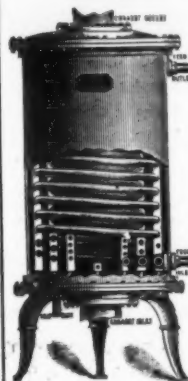
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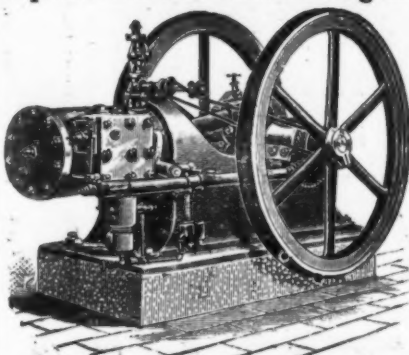
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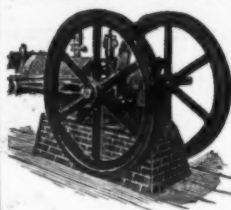
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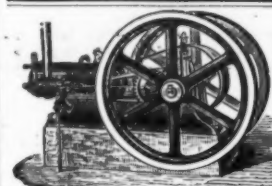


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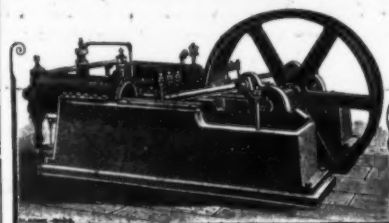
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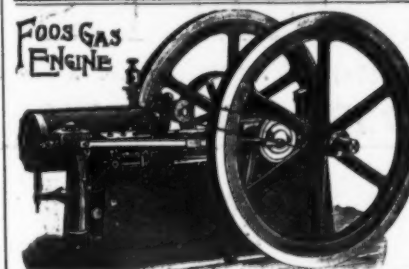
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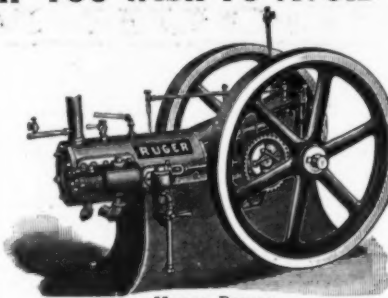
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Bagging factories.....	1	325	300,000	350,000
Barrel factories.....	1	125	25,000	150,000
Basket and willow.....	2	13	10,000	25,000
Basket and veneer wks.....	1	250	75,000	125,000
Breweries.....	1	100	100,000	300,000
Candy factories.....	10	160	100,000	350,000
Carriage and wagon wks.....	6	100	50,000	30,000
Cider and vinegar.....	3	15	15,000	35,000
Cigar factories.....	7	100	60,000	25,000
Cotton factories.....	1	645	\$600,000	\$700,000
Cotton and wool pick'rs.....	1	15	10,000	30,000
Cotton ties, etc.....	4	63	30,000	75,000
Envelope and box fact'y.....	1	1400	5325,000	4,265,000
Fertilizer works.....	13	275	150,000	700,000
Flour and grist mills.....	3	200	250,000	300,000
Foundries and iron wks.....	3	25	75,000	100,000
Ice factories.....	2	180	325,000	450,000
Job printing and.....	8	10	40,000	130,000
Lead factories.....	1	60	40,000	75,000
Marble and granite wks.....	5	35	27,000	70,000
Mattress factories.....	2	90	60,000	250,000
Men's clothing.....	11	5	20,000	35,000
Oil refineries.....	1	170	75,000	150,000
Proprietary estab'ls.....	35	130	400,000	1,000,000
Rice mills.....	3	30	60,000	150,000
Sa dleries & harness.....	9	25	40,000	70,000
Sail & awning fact'ies.....	2	320	350,000	850,000
Sash & blind factories.....	5	250	300,000	850,000
Saw and lumber mills.....	8	70	75,000	175,000
Ship and boat yards.....	3	15	25,000	60,000
Soap and candle fact'y.....	1	150	70,000	650,000
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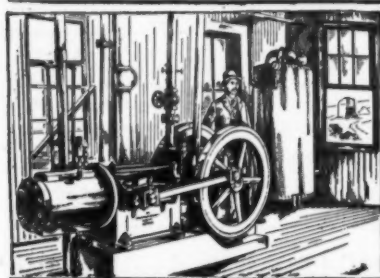
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VOL. XXX. No. 12.
WEEKLY.

BALTIMORE, OCTOBER 16, 1896.

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BALTIMORE, OCTOBER 16, 1896.

Hon. John R. Procter, who was for so many years intimately identified with Southern development as State geologist of Kentucky, who is now president of the United States civil service commission, has done the country a great service by publishing a historical review of the teachings of leading public men of the past on the financial question. Mr. Procter has presented a clear and comprehensive statement of the case, and yet one that is so brief and concise that it ought to be read by every man who seeks to know the truth. Its wide circulation must be productive of very great good.

An Official Report.

The trend of exports from the West to Europe via Southern ports is now everywhere accepted as a permanent change promising great advantages to this section. Mr. P. E. Burrough, British vice-consul at Kansas City, in an official report to his government, in touching on this subject, said:

The increasing shipping interests of the Gulf ports and the shorter haul from the grainfields of the West to those ports explain the future trend of the Southern export grain trade. The Gulf ports are never blocked by snow and ice in the winter, and a boat can always arrive and depart. It is a down-hill grade, and heavy trains can be hauled by the railroads. Men of recognized commercial ability have spent time and money investigating the facts, and have proved clearly that deep-water ports on the Gulf, with direct railroad connections to the North and West, would bring an unprecedented era of commercial and agricultural development throughout the West.

There is no question but what the bulk of the exports and imports for the territory west of the Mississippi river will in future be handled by Gulf ports. The growing export trade at these ports is a subject that is causing much uneasiness among the grain men of the other grain cities. The low freight rates made to these ports by lines in the Southwest have diverted an immense amount of corn that has heretofore gone East. As regards Chicago, there is no likelihood that any change at all probable could restore to her market her former interest in the export portion of the Western crop. It is the natural result of a business trend, long ago seen to be inevitable by men of the West, but even now hardly appreciated by the lake cities and Eastern ports.

The Naval Weakness of the United States.

A national organization has been perfected in the British empire whose primary object is to urge upon government and the electorate the paramount importance of an adequate navy as the best guarantee of peace. This body is known as "The Navy League." Whilst demanding that the Parliament shall provide for more ships, the organization more directly concerns itself with the manning of the fleet. Using as a keynote the declaration of the brilliant naval writer, Capt. Alfred T. Mahan, that, historically, "Good men with poor ships are better than poor men with good ships," the leaders of the movement are demanding that a strong personnel shall be created, an adequate reserve force be provided for, and that every weak element shall be removed from the war vessels and the ships of the auxiliary navy.

The organization of "The Navy League" in England is but an outcome of the revolution in naval construction. Patriotic men in other countries have also had their attention directed to the manning of the ships, since it is now recognized that the romance of the sea has departed, and that the old-time marline-spike sailor has been superseded by a seafaring artisan whose ability must be of a higher order than that of his predecessor. The League is showing up the naval weakness of Great Britain, and it is evident that some radical changes must be made in the organization of England's mercantile marine before that nation can carry on a protracted war. The employment of Asiatics in the stokeholds and on the forecastles of British ships is a serious menace to her naval supremacy, and this is only one of the evils which confronts Britannia in maintaining permanent control of the sea.

Our naval experts also realize the importance of an efficient personnel, and a change in the organization has been demanded by those who see the necessity of a reform in this direction. The strongest monograph yet written upon this subject is the contribution of William Ledyard Cathcart, a Naval Academy graduate, published in the October number of Cassier's Magazine. The author of the article resigned from the navy after sixteen years of active service. One of the brilliant men of his class at Annapolis, and possessing marked aptitude for the naval profession, he severed his connection with an organization wherein the naval engineer was harassed and overworked. Mr. Cathcart's conservative analysis of our naval organization is the most severe arraignment that has ever been made of the service, and it is sure to command attention, both within and without the navy. He pays a deserved compliment to the designers and builders of our war vessels, but in his carefully-prepared brochure he conclusively shows that the personnel on board these ships is so lamentably weak that even during a period of peace the ships

are not efficient, and that for the work of war the organization invites danger and disaster.

Since the close of the civil war the United States navy has become almost wholly an engineering service, and yet old methods are in vogue which are based upon the traditions and requirements of wooden brigs, and which are not adapted to floating fortresses of steel. Despite this engineering development, there has been a gradual reduction in the number of the corps of naval engineers. Following this depletion of the scientific corps of the navy, the repair bills have increased, the engines have been more repeatedly wrecked, and there has been a prostration of engineer officers which has been more fatal than occurred during the civil war. The sailor clique, which has a recognized systematic control of affairs, has managed to increase their own numbers, advance their own promotion, and create sinecures to such an alarming extent that on board every warship in commission there are at least four line officers above the protective deck for every engineer beneath it.

It has been over fourteen years since the construction of the steel navy began, and yet we have commanding officers who have not performed one day's service in one of these modern ships. There are practically twice as many commanding officers as chief engineers, and as these commanders cannot be given sea duty, they are unable to acquire that practical experience which is essential to an efficient performance of duty. The sailor officer, who is the recognized head of the clique opposing a reorganization of the engineer corps, has never been attached to a steel ship, nor to a war vessel carrying breech-loading guns. During the last thirty years he has been to sea only six years, and yet he stands forth as the chief advocate against an official recognition being accorded the engineer. In season and out of season he has pestered successive naval committees for the passage of a measure which would permit him to retire as a rear admiral, and in order that this result might be brought about, he has recommended reducing the pay and numbers of the engineers. Is it surprising that the various engineering associations throughout the country are outraged at such a state of affairs? According to the January Navy Register of 1896, there were on duty around Washington about one-half as many sailor officers as there are engineers in the entire naval service. By their force of numbers, this coterie of line officers, who neither love nor have any aptitude for the sea, have been able to prevent justice being accorded the naval engineers. The thought naturally suggests itself, whether men are patriotic who will see our fleets crippled rather than permit official recognition being accorded the scientific experts of the navy.

In commenting upon the suicidal and unpatriotic policy of this coterie of sailor officers who control the naval service, Mr. Cathcart writes:

"Wrapped in the day-dream of the supremacy which has passed, they do not hear the full illum of the old days and the old navy; they do not fear a coming day of wrath, when, with, perhaps, a shattered engineer corps; with ships which, without that corps, lie useless and idle; with, it may be, a lost battle, an awakened nation shall require the reason for it all."

The more closely this question is investigated the greater appears the necessity for a change in our naval organization. In the English navy there are one-half as many commissioned engineers as there are deck officers. In our service there are only one-fourth as many engineers as sailor officers. The Navy League of England is demanding more engineer officers for the warships, since the grand maneuvers carried on during the past summer conclusively show that there are too few engineers beneath the protective decks of the battleships of Great Britain. With a proportion of engineers which is only one-half of that possessed by England's navy, what chance of success could we have by relying upon such an overworked body of officers?

There is strife in the naval service which can only be ended by giving justice to the engineer. Mr. Cathcart declares that "the underlying causes of this strife are the changes which engineering has wrought in naval warfare, and the fact that the corps which has controlled the navy from its formation has not progressed to meet these changes, and has, during the period of the fleet's decay, retained excessive proportions, giving its officers scanty opportunity for sea service and abundant leisure on shore"—leisure which, unfortunately for the nation, has given us the weakest personnel of any navy afloat.

"These sailor officers, fearing that their historic prestige may be lessened, and governed by the principle of 'Caesar or no one,' would endeavor, with strange unwisdom, to reduce the numbers and impair the efficiency of those engineer officers to whom alone that prestige can be maintained in warfare."

The period has now been reached when those without the naval service should demand a searching investigation into the management of the organization. The reform can never come from within; it must come from without. It is going to be brought about by the various engineering and industrial organizations throughout the country.

The article of Mr. Cathcart will arouse indignation amongst engineering and industrial experts, since he has shown that the scientific and trained engineer officer is exposed to a persecution which borders upon tyranny. In their desperation they have appealed to the country at large, and substantial assistance is being given them by the general press.

Independent of the general sympathy extended the naval engineers, the na-

tion has a direct interest in this matter. Our shipbuilders should be concerned about the solution of this question, for wrecked engine-rooms and inefficient ships will be the undeserved monuments of their excellent productions, and unless a change is made in the organization there can be no hope of permanently securing foreign contracts for the building of such vessels. This matter also concerns the taxpayer, for why should we build battleships costing millions of dollars if there are no engineering experts at hand to keep them in order?

The action of one body of officers in the naval service, claiming to possess and to arrogate to themselves all the emoluments and honors, is a disgrace to the republic. This conflict is baneful to the interests of the country, and to show the necessity for settling this question without delay, we again quote Mr. Cathcart:

"The strife between the line and the corps of engineers cannot be minimized or ignored. It is not a petty squabble as to points of discipline, which the country, in weariness, may leave for time to settle, but a warfare, in some instances vindictive, relentless and unscrupulous, between determined men, the result of which is, at this time, the practical crippling of the fleet."

Our naval weakness can in great part be overcome by the enactment into law of the engineering and educational bill of Hon. Francis H. Wilson, of Brooklyn, N. Y. This measure will insure necessary reforms in the naval service, and its passage by the Congress is an imperative necessity to the defense of the country. In securing for the navy a competent and trained engineer force, in giving these scientific officers proper rank and status, and in providing for a strong engineering reserve, the bill of Representative Wilson makes for peace and honor and secures a navy which will be ready for the business of war.

Vanderbilt's Plans in North Carolina.

Mr. James Creelman, correspondent of the New York World, in a dispatch to that paper from North Carolina, says:

All that North Carolina has needed, in union with her sister Southern States, is capital to develop her wonderful natural resources and employ her labor.

And yet this very State of North Carolina, where the cry against the rich swells loudest, is the scene of a multi-millionaire's practical benevolence and patriotism which ought to silence the most blatant foe of wealth.

Here George Vanderbilt has established himself in a vast domain of 145,000 acres consecrated to science, agriculture and forestry. All this is for the sake of the public. No king, no emperor, has ever set his hand to such a vast scheme of usefulness, intended almost exclusively for farmers. He has already spent \$10,000,000 on the estate, and is giving something like \$1,000,000 a year. He employs more men than the Department of Agriculture at Washington does. From every land he has brought trees, plants and flowers, noble herds of cattle and rare breeds of fowl. He allows the farmers of the country to breed from his bulls and stallions free of expense. He sends the eggs from his costly flocks to be hatched out in the farms of South Carolina. He has gathered the experts of Europe and America to work out in this matchless place the practical problems which confront the American farmer and stock-breeder.

And when he dies this wonderful organization, with all its property and equipment, will be given to the government of the United States for the benefit of the very men who are now blindly following political demagogues bent on setting the poor against the rich.

The article published in this issue, entitled "A Few Facts for the People," has been issued in pamphlet form.

THE WORDS OF A FRIEND.

An Earnest Appeal to the South by Mr. Stuyvesant Fish, One of the South's Truest Friends.

We do not believe that any man in this country has given greater proof of his interest in the South than Mr. Stuyvesant Fish, president of the Illinois Central Railroad. Not only has he planned and worked for the material upbuilding of this section, not only has he led in the great movement that is turning the vast traffic of the West to Gulf ports, not only has he, on a broad and comprehensive scale, labored to attract capital and population to the South, and through this means brought about industrial development representing millions of dollars, and located in the South many thousands of now prosperous farmers, but, in addition to these things and many others, he has never permitted an opportunity to pass unutilized of speaking a strong word in behalf of the people of the South. When others have been criticized he has commended; when others have petulantly complained about every delay in securing legislation needed in behalf of railroads or other enterprises located in the South, and blamed the people at large, he has not failed to proclaim that his road has never been more restricted by unwise laws in the South than in other sections, and that his experience has shown that financial honor is nowhere more highly regarded than in this section. From such a man the South can well afford to receive advice; it cannot, in fact, afford to ignore it.

In an interview with Mr. Grasty, of the Manufacturers' Record's staff, President Fish has presented many points that must command the attention of every Southern man. He discards as wholly unjust the charge of sectionalism; he emphasizes the fact that there is no possibility of another force bill to disturb the South; that there are great disadvantages in our present banking laws, which free silver would not, however, correct, and then points out the tremendous issues at stake so far as the South is concerned. He shows that if free silver carries a solid South, this section must for years suffer, even though it be overwhelmingly defeated in the country at large. On this line, Mr. Fish says:

"Through the Chicago convention the South and the extreme silver Northwest have advertised themselves in all money centres in this country and abroad as advocating repudiation, for the free coinage of silver at 16 to 1 cannot be considered otherwise. To save the situation with regard to the South, in which you know the abiding interests which I represent, it will be necessary for several of the Southern States to vote against Mr. Bryan, and for each of the others to poll a good, large sound-money vote. Without this the future of the South looks to me quite as bad as it did during the years of 'Carpet-Bag Rule.' * * *

"Still, the extent of the favor with which Southern industrial undertakings will be regarded, even in American centres, will depend largely upon the sound-money sentiment recorded at the coming election in the State or States in which such undertakings are to be located. It will be difficult, if not impossible, to get even American capital to go into States where the doctrines of the Chicago platform are overwhelmingly endorsed. * * *

"As to the result of the presidential election there can be no doubt, and my

chief concern in the discussion comes from my interest in the South and the Southern people. Too many of my friends and too much of the money entrusted to me has gone into the South for me to stand idly by and not endeavor to save the South from dropping into a slough of repudiation and dishonor. It must be made to share in the prosperity which will follow the election of Mr. McKinley on an honest gold-dollar platform."

"You have been kind enough," said Mr. Fish, "to ask my personal views on the questions involved in the present campaign, with special reference to the South."

"It is now a little over twenty-five years since I entered the service of the Illinois Central Railroad Co., and not quite ten years since I was elected president of the corporation. In all these years the uniform policy of the company has been to carefully refrain from mixing in politics, and from that policy it will not depart during my administration. However, in the eloquent words of Archbishop Ireland, 'I am not unwilling, in the crisis through which the country is now passing, to speak for the integrity of the nation, for social order, for the prosperity of the people, for the honor of America and the permanency of free institutions. I am a citizen of the country, concerned in all the interests of the nation, subject to all the responsibilities of citizenship. To be silent when words of mine may be of some profit to the people would be cowardice, would be crime.'"

"There is much in Archbishop Ireland's address from which I must dissent, and it is most unfortunate that the Chicago platform should have attempted to make an issue on sectional lines. Regardless of what Senator Tillman may have said in that convention, I have, in the last twenty years, acquired enough knowledge of the Southern people to state positively that the South cannot be dragged into another sectional issue. It is dominated more completely than any other part of the country by intelligent native Americans, of Anglo-Saxon descent, and their courage and love of country we at the North long since learnt in a bitter struggle to respect, whatever we may have thought of the cause which animated them. Their country is ours, and our country is theirs, and it will take much more than the governor of South Carolina to divide the Union."

"Now that the South has, in Governor McKinley's letter of acceptance, and in repeated public utterances—notably in his speech last week to the Confederate veterans from the Shenandoah valley—distinct assurances that there shall be, during his administration, no South, no North, no East and no West, the last fear of the possibility of a force bill becoming law must have passed from the minds of the most timid. If, however, any attempt should be made to use this 'bugaboo' to dragoon voters in the Southern States into supporting the nominees of the Chicago convention, it would be well to inquire if any Northern member of Congress is now disposed to commit political suicide by undertaking to urge such a bill, or if he could hope to gain a dozen votes therefor, in either House of Congress, or even for his re-election in his district. No. The war and reconstruction, and all the issues growing therefrom, are dead and buried, and in no part of the country more so than in the South. That the Chicago platform 'threatens the country with destruction of social order,

with lawlessness and anarchy,' and that it is permeated with a spirit of socialism, is undoubtedly true. Fortunately, the South has always been remarkably free from all sorts of 'isms,' quite as much so as New York, and probably more so than New England. If this were the only issue, the answer from every Southern State would be prompt and loyal to all the traditions of their law-loving and law-abiding ancestry."

"Unfortunately, on the other point of silver inflation it is impossible to speak so confidently. The national banking law, framed during the war for the purpose of selling government bonds, has kept the banking business of the country in swaddling clothes, which should have been long since discarded; that is to say, the restrictions upon the issue of notes by national banks, by requiring a deposit of something like \$120,000 in value of government bonds for each \$100,000 of notes issued, and the further requirement that when the reserve of the bank falls to 25 per cent. its directors shall cease to discount paper, taken with the practical prohibition against the establishment of branch banks, have worked incalculable harm to the South and the West. With the discontent in those sections of the country by reason of the high rates of interest which the banks are compelled to charge for loans during the short busy season in moving crops (during which the banks must earn a year's expenses and a year's dividends), I can and do sympathize most heartily. The remedy for these evils lies in the amendment of the currency laws, and those for the government of national banks, and not in further issues of an already redundant currency, based on an insufficient gold reserve."

"Beyond a doubt, Governor McKinley's administration will, from the start, address itself to amending the currency laws, with the view to giving to the volume of currency some elasticity; and I sincerely trust it will also amend the national banking laws, with a view to cheapening the actual cost of doing a banking business, by allowing the same capital, with the credit based thereon, to be used by national banks over and over again in different parts of the country. It is an axiom that the necessary cost of conducting the business of banking must be paid by the people, from which it follows that, with the reduction of that cost, we can look for a reduction in the rates of interest in the South quite equal to the reduction of railroad freights, which have been brought about by the general use of steel rails, 30-ton cars, full-powered engines and other economies in transportation."

Mr. Fish was asked to tell the Manufacturers' Record what he found the feeling of European capitalists for the South was as a field for lending and investing money.

"The general feeling in Europe," said he, "with regard to the United States as a whole was one of surprise, not unmixed with indignation, that an intelligent commercial people should, at this late day, seem to be on the eve of again embarking upon a debauch of fiat money in a time of profound peace. With regard to the South, I may refer to a matter coming within my own knowledge: Just after the republican convention at St. Louis had declared for a gold standard, a loan, running into millions of dollars, for expenditures to be made very largely in the South, was effected, at a rate of interest in the neighborhood of 3 per cent. After the Chicago convention had declared for free silver, it was impossible for the same borrower, or any other, to have procured this money, regardless of the credit en-

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joyed by the borrower, which was in no way affected by the change. Each million of these dollars which went into the South calls for an annual outlay of interest of, say, \$30,000, which must, of course, be paid by the people in the South. After the Chicago convention the money could not have been obtained. Even now it could only be obtained at a much higher rate, say, 5 per cent., involving, for the whole period of more than fifty years, for which the bonds have to run, an increased payment by the people of the South of two-thirds of the interest upon the sum borrowed, to wit, \$50,000 on each million in lieu of \$30,000.

"Through the Chicago convention the South and the extreme silver Northwest have advertised themselves in all money centres in this country and abroad as advocating repudiation, for the free coinage of silver at the rate of 16 to 1 cannot be considered otherwise. To save the situation with regard to the South, in which you know the abiding interests which I represent, it will be necessary for several of the Southern States to vote against Mr. Bryan, and for each of the others to poll a good, large sound-money vote. Without this the future of the South looks to me to be quite as bad as it did during the years of 'Carpet-Bag Rule.'

"Precisely what the effect on foreign capital will be it is difficult to foretell, but, beyond a doubt, if the Chicago platform should by any possibility be endorsed by the election of Mr. Bryan, no foreign capital can be secured for any American enterprise, North, South, East or West, for months, perhaps years, to come. As a consequence, whatever American capital might, from time to time, be available for new enterprises, would, for a long time, be absorbed in those sections of the country which now hold the highest credit. The South will, therefore, in the event of Mr. Bryan's election, have to do without money for its upbuilding until the whole country recovers from its debauch, after having once more gone through the terrible experience of the panic of 1873, and the stagnation which ensued until the resumption of specie payments in 1879.

"The silver-mine owners, judging from past experience, will lend only on obligations promising payment in gold, and chiefly in their own States. On the other hand, if the mass of folly embodied in the Chicago platform shall, as I doubt not it will, be emphatically rejected by the American people, it will at once become easier for the greater American corporations to find in Europe all the money they may have good use for, and at low rates of interest, leaving for minor and newer enterprises large amounts of idle American funds. In other words, the South will gain by Mr. Bryan's defeat, if not through an immediate inflow of European capital to that section of the country, at least to the extent that competition in American money centres will be diminished by the ability of the big borrowers to satisfy their wants abroad.

"Still, the extent of the favor with which industrial undertakings will be regarded even in American centres will depend largely upon the sound-money sentiment recorded at the coming election in the State or States in which such undertakings are to be located. It will be difficult, if not impossible, to get even American capital to go into States where the doctrines of the Chicago platform are overwhelmingly endorsed."

"But our friends, the free-silverites, tell us," I interposed, "that the enactment of a free-silver law will make the white metal go up immediately to a parity with gold, and that we shall have plenty of

good money everywhere for all sorts of meritorious enterprises."

"With the remedy suggested in the Chicago platform, the free coinage of silver at a ratio of 16 to 1, I can have no sympathy, because it is alike dishonest and imbecile. In every case where counters or tokens of any sort are, by agreement, given an enhanced nominal value, it is always upon those who have the least at the time of the change that the burden of the final loss falls most heavily. No workingman at the North needs to be reminded that, while during the war his wages rose rapidly, prices of all commodities were ever soaring far above his reach. The experience of the South with Confederate money must have been the same, with the added ultimate loss of all that had been accumulated in such money. In so far as Mr. Bryan's party are for 'fiat money' and its inevitable ultimate repudiation (and it is my sincere conviction that 16 to 1 really means nothing but 'fiat money'), I should surely think the South's experience with Confederate shipplasters was sufficiently recent to prove a safeguard.

"As to the result of the presidential election," he said, in conclusion, "there can be no doubt, and my chief concern in the discussion comes from my interest in the South and the Southern people. Too many of my friends and too much of the money intrusted to me has gone into the South for me to stand idly by and not endeavor to save the South from dropping into a slough of repudiation and dishonor. It must be made to share in the prosperity which will follow the election of Major McKinley on an honest gold-dollar platform."

Chance for Pipemakers.

The Manufacturers' Record is informed by Mr. Charles E. Currie, of Louisville, Ky., vice-consul for Denmark, that an opportunity is offered manufacturers of iron pipe to secure a market in that country. Messrs. Dahl Bros., of Copenhagen, are in the market for a large quantity of galvanized and black pipe, in sizes ranging from one-eighth of an inch to four inches inside diameter. Mr. Currie states that this is one of the principal firms of Copenhagen, and that it purchases from 1000 to 1500 tons per year.

Another Florida Colony.

A. N. Patrick, general manager of the Escambia Bay Fruit and Land Syndicate, of Milton, Fla., writes the Manufacturers' Record that this company controls a tract of land about eight miles from Milton, which will be the site for a colony. It is intended to name the town which is to be established Santa Rosa, and to cut the lumber which is on the tract owned by the company. A saw mill is being erected.

Profitable Convict Farms.

The State of Mississippi appears to be having much success with its plan of utilizing convicts on farms owned by the State. At present 937 convicts are cared for by it, of whom 877 work on the farms, which comprise 18,000 acres in all. While but 11,850 acres of this land are cultivated, it is now estimated that at the end of the year the State will obtain a clear profit from these farms of at least \$50,000. It shows what can be done in this way, and is a lesson to other States which are keeping their convicts employed in other ways at an annual loss.

At the annual meeting of the Portsmouth Land Co., of Portsmouth, Va., J. H. Dingle was elected president; W. H. Triol, treasurer, and J. M. Wirgman, secretary.

A Few Facts for the People.

By RICHARD H. EDMONDS, Editor Manufacturers' Record, Baltimore.

That the men who are working for silver are, with few exceptions, thoroughly honest in their convictions the writer freely admits. To accuse them of dishonesty, or to charge that they are demagogues seeking only popular clamor, would be grossly unjust. But honesty of conviction is no proof of being correct. A steamship captain may be thoroughly honest in his convictions that he is in the right track, and that all is well, but if his compass be wrong, neither his sincerity nor his honesty will save his ship. Freely granting, therefore, that the majority of the men who are so eagerly seeking to secure the free coinage of silver without international agreement are conscientious in their belief, this cannot be accepted as any evidence that they are in the right path.

Possibly a few general facts and figures may serve to show that all of our business troubles are not due to the present monetary standard. For some years the business world has been passing through a period of economic revolution, with which silver has no possible connection.

THE PROGRESS OF THE UNITED STATES.

Although we are told that the business interests of the country have been hampered and restricted by the effect of the demonetization act of 1873, an examination of the census reports of 1880 and 1890 will show that that period was the most remarkable one in the history of American development. The true valuation of all property in the United States in 1880, as reported by the census, was \$43,642,000,000, while the valuation in 1890 was \$65,000,000,000, or a gain of \$21,000,000,000, not counting the increase in railroad property. The story of the marvelous progress of the business interests of the country between 1880 and 1890 illustrates the wonderful advance made in that period during which, according to our silver friends, all business interests were suffering from the effect of the act of 1873. In 1870 the total capital invested in manufactures in the United States was \$2,118,208,000; by 1880 this had increased to \$2,790,272,000; between 1880 and 1890 the increase was phenomenal, and the census of 1890 showed a total capital of \$6,524,475,000; or, in other words, the increase of capital invested in manufacturing between 1880 and 1890 was \$1,000,000,000 more than the total manufacturing capital of the country in 1880. The number of hands employed in factories increased from 2,732,000 in 1880, whose aggregate wages amounted to \$947,953,000 to 4,711,832 in 1890, with aggregate wages of \$2,282,823,000. Keeping pace with manufacturing growth, the mining interests of the country turned out \$656,000,000 worth of products in 1890, against \$369,000,000 ten years before.

In 1880 we had 93,000 miles of railroad; in 1890 we had 166,700 miles, a gain of 73,700 miles, or about 80 per cent. The number of locomotives in use in the United States increased from 17,900 in 1880, to 32,200 in 1890, and the number of passenger, freight and baggage cars from 556,000 to 1,092,000. The deposits in savings banks rose from \$819,000,000 to \$1,550,000,000.

These are a few of an almost infinite number of facts that could be given to show the amazing progress of the business interests of the country between 1880 and 1890.

PANICS IN THE PAST.

In 1890 the house of Baring Bros., one of the greatest banking institutions in the world, failed as a result of overspeculation, starting a train of financial disasters that swept around the world. This inaugurated a period of depression from which we are still suffering. All through the history of this country there have come recurring periods of depression. The panics of 1837 and 1857 and 1873 were followed by five or six years of the greatest stagnation, and of even greater suffering on the part of farmers, mechanics and business men generally than we have had during the last few years. After the panic of 1837 agricultural products declined to extremely low prices; cotton steadily fell, until in 1844-45 the highest grade averaged for a whole year in New York only a fraction over five and one-half cents per pound, far lower than anything ever seen since. When panics in the past have brought the same low prices and business disasters that we now see they have always extended over five or six years or more. According to all the history of former panics, one was due to occur in this country in 1890 or 1891. A book published in 1875 by Mr. Samuel Benner, of Ohio, outlined the probable condition of business during the years from that date to 1900. Every year since 1875 up to the present year has demonstrated the accuracy of his predictions. He claimed that his predictions were not based on prophecy; that he was neither a prophet nor the son of a prophet, but that in all business operations of this country there was an ever-recurring cycle of ups and downs. In 1875 when his book was published, he predicted the great boom of 1879-80; he predicted the depression of 1884; he predicted the great speculative era of 1888-89; he predicted the financial collapse of 1890 or 1891, which he said was to be not only a financial panic, but a general world-wide depression in agriculture and manufacturing. That his prediction of the condition of business from 1890 to 1896 has been fulfilled, we all know only too well. But to claim that the gold standard and the demonetization of silver are responsible for the present depression would necessitate the claim

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that every other period of similar panic and depression was also due to the demonetization of silver. The absurdity of this needs no argument in refutation.

OUR BUSINESS DEPRESSION NOT DUE TO SILVER DEMONETIZATION.
DECLINE IN RAILROAD FREIGHT RATES.

The fundamental argument of the believers in free silver is that to the demonetization of silver in 1873 is due the general shrinkage of values; that all of our business ailments can be traced to that act. The farmer is told that the reason why his land has depreciated in value, and why his wheat and corn and cotton bring low prices is that silver has been demonetized. In fact, the appeal for silver was for a long time mainly based on the condition of our agricultural interests, but lately, in order to broaden the scope, the depression in all business is attributed to the demonetization of silver.

The railroad as a controlling factor in human affairs—the great leveller of all business interests, the means by which millions of acres of land have suddenly been opened up to cultivation, and the iron steamship, are practically to all intents and purposes only about a quarter of a century old. In 1870, just before the so-called demonetization act of 1873 was passed, we had in this country 52,900 miles of railroad, the larger part of it in the East. Since then we have built over 132,000 miles of new road, and by improved rolling stock and heavier rails, have fully doubled the efficiency of every mile. In 1873 steel rails cost the railroads \$120 a ton, and many of the older lines were built with rails that cost \$160 a ton. We have now 185,000 miles, against 52,900 in 1870. In 1873 the average freight on grain by lake and rail from Chicago to New York was 26.9 cents per bushel; in 1895 it was 6.9 cents per bushel, or a difference of twenty cents per bushel; the all-rail rate in 1873 was 32.2 cents per bushel, and in 1895 it was 12.17 cents per bushel, a decline of 20 cents per bushel. Ocean transportation facilities have been increased in the same way by reason of the marvelous development of the iron steamship, which has revolutionized the world's carrying trade, and the cost of carrying freight has been reduced in proportion. A reduction in average lake rail freight rates on grain from 26.9 cents per bushel in 1873 to 6.9 cents in 1895, or 20 cents, was equal to 75 per cent. In 1873 the average value of corn, as reported by the United States Agricultural Department, was 48 cents per bushel, and in 1895 it averaged 26.4 cents, a decline of 21.6 cents, whereas the decline in freight rates from Chicago to New York was 20 cents per bushel, or almost equal to the total decrease in the value of corn. In 1895 the country had the largest corn crop ever produced, and, notwithstanding this, the average price was 26.4 cents per bushel, but if objection be made that the crop of 1895 followed a small crop in 1894, it may be met by a comparison of a term of years. In order to give the highest possible average, let us take the three years of 1872, 1873 and 1874, which included two very short crops in succession, causing a jump in price from 39.8 cents in 1872 to 48 cents in 1873, and to 64.7 cents in 1874, the average for the three years was 49 cents, whereas, for the three years 1893, 1894 and 1895, the average was 30.6 cents, a difference of 18.4 cents per bushel, but the decline in the cost of transportation alone to New York was more than this.

OVERPRODUCTION OF GRAIN, RESULTING IN LOW PRICES—AN ECONOMIC REVOLUTION.

The Eastern farmer knows full well that it is competition with the great Western prairies, where millions of acres of new land opened up by new railroads and settled by millions of foreign immigrants (nearly 10,000,000 having come to this country within the last twenty years) that first made wheat-growing less profitable to him than formerly. Then came the enormous increase in grain production in this country and in others, which necessarily caused a big break in prices. Some years ago the development of the rich iron-ore regions of Pennsylvania, Lake Superior and the South completely destroyed the iron-furnace interests of New England. Later the less favorably located furnaces in parts of Pennsylvania were forced by Southern competition to be abandoned, causing aggregate losses of many millions of dollars of invested capital. At the present time the same economic changes are making possible the wonderful development of the South's cotton-manufacturing interests at the expense of New England. These are economic changes, with which silver has nothing in the world to do; they are beyond the control of man, and so the decline in the price of wheat came about from the economic change brought about first by Western wheat fields, and later by the increase of wheat-growing in other countries, supplemented by the decrease in cost of harvesting and transportation. Owing to the rapid extension of railroads into the West and the heavy immigration, we commenced a few years after the war to steadily increase the acreage of land under cultivation in proportion to population. This slight gain from year to year went on until five or six years ago we were cultivating about 60,000,000 acres more than we should have been cultivating at that time, based on the average acreage per capita in 1870. The production of grain in the United States per capita for different years, commencing with 32½ bushels in 1865, gradually increased to 42.24 bushels in 1870, and then steadily on to 50.20 bushels in 1879 and a fraction over 52 bushels per capita in 1895. Taking the general average, and our grain production increased much more rapidly than our population. In truth, the difference is strikingly exhibited in the simple fact that in 1895 we raised 20 bushels more per capita than we did in 1865, and over 10 bushels more than in 1870. This would mean that our aggregate grain crop of 1895 was about 700,000,000 bushels larger than it would have been at the rate of production per capita of 1870, and 1,400,000,000 bushels more than at the rate per capita in 1865. Such a rate of increase beyond the growth of population could only

result in depression in prices, regardless of tariff or financial laws. About five years ago the writer prepared a historical statistical review of the grain trade of this country from 1821 to 1890. In that paper he said: "Going back some years prior to 1880, and studying the grain trade, it will be found that we were increasing our acreage a little more rapidly each year than the normal increase based on the growth of population should be, due to the opening up of vast grain-producing regions by heavy immigration. The great shortage in European crops about that time created a demand for our surplus and saved us for a few years from disastrously low prices which such overproduction must otherwise have brought about. When Europe ceased to draw so heavily upon us, and our exports of wheat dropped from 186,000,000 bushels in 1881 to 94,000,000 bushels in 1886, there necessarily came low prices."

Did silver cause this increase in acreage or the decrease in railroad rates? Certainly no one would make such a claim. Steel rails that cost \$166 in 1867 have cost from \$25 to \$30 during the last few years. New inventions, new processes, brought this about; not the gold standard. Under this enormous reduction in cost of building roads, rates were forced to drop. New roads built at these prices could, of course, haul freight at a lower cost than old roads built at high cost. The old roads had to meet the rate of new roads, just as cheaply-raised Western prairie wheat set the price for Eastern wheat.

HUMAN INGENUITY, NOT SILVER.

A few days ago it was announced that a great mining company would throw on the scrap pile machinery that had cost within the last few years over \$3,000,000. The machinery was in good order, but new methods had come into existence that destroyed the usefulness of this vast amount of comparatively new machinery. It was cheaper to throw it away than to use it. Silver demonetization had nothing to do with this. An expert in a recent issue of an engineering paper told of the enormous sums that have been spent by two or three leading electric companies in developing this industry without any profit to the stockholders. An immense business was done, employing thousands of hands and millions of capital, but one improvement followed another so rapidly that the money was absorbed in machinery, good today, but valueless tomorrow. The truly magical changes wrought by revolutionizing processes that of recent years have come into existence so rapidly have created an enormous volume of business without adequate profit. The railroad has had to relay its \$160 steel rails with \$80 rails, and then with \$40 rails, and then with \$25 rails; that at least ought to have brought profit to rail-makers, one would think, but the rail-maker has had to re-equip his works so often, throw away costly machinery to bring in new processes, that his profits are wiped out in most cases by the losses on his plant. What is true of the rail-maker is true of other manufacturers, and so the volume of employment for mechanics has been vastly increased at the expense of the manufacturers compelled to make so many changes. And thus through the whole range of human affairs this wonderful era of inventions, this quarter of a century, unlike any other in the world's history in the wide-sweeping effect of its new processes, new methods, has had the effect of causing a steady decline in prices. If we are to find the real cause of this very general shrinkage, we must seek it here. Instead of decrying the demonetization of silver, we must decry the ingenuity of the human mind in bringing forth so many inventions that have cheapened the cost of everything except labor. It is difficult to comprehend the full force of these inventions—to realize what it means to double and quadruple and sextuple the productive powers of every worker by means of modern inventions. A readjustment of all business affairs becomes inevitable. We have been passing through this period for the last fifteen or twenty years, and have not yet fully adjusted business to these new conditions. The farmer has seen his property depreciate in value, and attributes it to the gold standard, but in his case, as in others, new forces beyond the control of gold or silver have come into play. The manufacturer has had to mark down his plant, for few factories in the country would sell for even one-half of the total investment put in them. Free silver could not have prevented this, because it could not have prevented new inventions and new processes and new railroads that opened up the great Western prairies.

If the free coinage of silver is to bring about the high prices and the "good old times" about which we hear so much, it must enable the railroad to charge six cents instead of two and one-half to three cents per mile for passenger traffic; to charge 33 cents instead of 12 cents for hauling grain from Chicago to New York. It must destroy the effect of new patents and new inventions and new processes, and give back to the steel-maker the high prices of the past, and let him ask \$160 instead of \$25 for his rails; it must destroy the ocean steamer and give us back the old sailboat. It must do these, and many other things, if it is to accomplish what its advocates claim for it.

THE MARVELOUS PROGRESS OF THE SOUTH AND WEST DISPROVES THE CLAIM THAT THE EAST IS GROWING RICH AT THE EXPENSE OF OTHER SECTIONS.

That the ten years from 1880 to 1890 was a period of marvelous advancement in the South has so often been pointed out in the Manufacturers' Record that it seems almost unnecessary to repeat the story. In order, however, that the arguments based on false premises may not mislead, and that statements about the poverty of the South, made for political effect, may be disproved, and because of the tendency of people to look only at immediate surroundings rather than to take a survey of the whole situation, it may be well to briefly review the South's advancement during that decade:

In 1880 the South, still burdened with debts due to the war and to the reconstruction period, was still suffering from overwhelming poverty, its railroads in bad

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condition physically and financially, its manufacturing business limited, its population largely in excess of any demand that could possibly exist for labor under the conditions prevailing, with few banks and few strong friends in the great financial centres of the country—commenced to show signs of reviving business life. On the other hand, the North, flushed with great prosperity, brought about by the boom of 1879, following the resumption of specie payments, and by the immense crops of 1879, 1880 and 1881, coincident with the phenomenal European demand for our farm products, was enjoying almost unprecedented business activity. The tide of immigration drawn from Europe to the West by the aid of land-grant railroads, and the rush of surplus men and money from the East into that section, had created an empire almost in a day, built great cities, opened up millions of acres of land and furnished a market for manufactured products that taxed the factories of the East.

With such diverse conditions as these before us, must we study the record of progress made by the South since 1880 and compare its advancement with the growth of the country at large. These facts are as important to the people of the East as to those of the South and West, because they show the groundlessness of the statements of those who claim that the East alone has grown wealthy under our present financial standard.

In 1880 the South had \$7,600,000,000 of real and personal property, or a little over one-sixth of the total for the country; while in 1890 the valuation of its property was \$11,534,261,685, or a gain of \$3,800,000,000. The remarkable feature of this is brought out more conspicuously by a comparison of the gains by sections. Comparing the true valuation (not assessed valuation) of real and personal property by sections for 1880 and 1890, as given by the United States census, we have:

Sections.	1880.	1890.
New England and Middle States.....	\$21,435,491,864	\$17,533,000,000
Southern States.....	11,534,261,685	7,641,000,000
Western States.....	25,255,915,549	16,186,000,000
Pacific Coast States and Territories.....	6,811,422,099	2,282,000,000
Total for United States.....	\$65,037,091,197	\$43,642,000,000

These figures show that between 1880 and 1890 the South gained \$3,800,000,000, or an increase of 50 per cent., while the New England and Middle States combined, starting with \$17,533,000,000 in 1880, gained only \$3,900,000,000, or an increase of 22 per cent. The South, having in 1880 total farm assets, including the value of farms, implements, etc., of \$2,314,000,000, made an advance by 1890 to \$3,182,000,000, or a gain of 37 per cent. During the same period the increase in farm values in all other States and Territories was from \$9,790,000,000 to \$12,797,000,000, or 30 per cent.—the percentage of gain in the rest of the country being less than in the South, notwithstanding the opening up of the great West by the enormous immigration that poured into that region between 1880 and 1890.

The increase in the value of Western property was \$9,100,000,000, or two and one-third times as much as the gain in the New England and Middle States combined. The Pacific coast alone gained \$4,200,000,000 in value, against \$3,900,000,000 for the combined Middle and Eastern States.

In 1880 the South had \$257,244,561 invested in manufacturing. By 1890 this had increased to \$659,208,817, a gain of 156 per cent.; while the gain in the entire country was 120.76 per cent. The value of the manufactured products of the South rose from \$457,454,777 in 1880 to \$917,589,045 in 1890, a gain of 100 per cent., against an increase of only 69.27 per cent. in the whole country. The factory hands of the South received \$75,917,471 in wages in 1880, and in 1890 \$222,118,505.

In 1880 the South had \$21,976,000 invested in cotton manufacturing. It had at that time 161 cotton mills, with 667,000 spindles and 14,300 looms. By 1890 this industry had increased to 254 mills, with 1,700,000 spindles, 39,000 looms and \$61,100,000 capital. At the present time the South has in round figures about 500 cotton mills; it has nearly 4,000,000 spindles, and a capital invested in cotton manufacturing of about \$115,000,000 to \$120,000,000.

The cottonseed-oil industry has been practically created since 1880. At that time there were forty mills, with a capital of \$3,500,000. This industry now has a capital of upwards of \$30,000,000.

The railroad mileage of the South has been increased since 1880 by the addition of over 25,000 miles, representing an outlay in the building of new roads and in the improvements of old ones of over \$1,000,000,000.

In 1880 the South made 397,000 tons of pig iron, and in 1895 it made 1,702,088 tons. The South's coal output in 1880 was 6,000,000 tons. At the present time it is at the rate of over 30,000,000 tons a year.

These are but a few of many facts of equal significance. They show that between 1880 and 1890, prior to the period of depression now existing, the South was making a rate of progress greater than any other part of the country; that even the Middle States and New England were not increasing in percentage of wealth as rapidly as the South and West. These facts also show that the so-called agricultural West and the Pacific coast were increasing in wealth far more rapidly than the Eastern States; that the total increase in the West and in Pacific coast States was \$13,300,000,000, against \$3,900,000,000 in the East, despite the constant assertions that the gold standard has enriched the East and impoverished the South and West.

OVERPRODUCTION OF COTTON AND LOW PRICES.

It is claimed that the cotton interests of the South have suffered enormously because silver demonetization, it is alleged, caused the low price of cotton of the last

few years. Is this true? From 1880 to 1890 cotton commanded good prices. For the greater part of that time it averaged in New York about ten and one-half to eleven and one-half cents per pound, dropping below ten cents for only one year, 1885-86, when the average was 9.44. In 1890-91 there was a sudden decline to 9.03 cents as the average for the year, followed next year by still lower figures. But was silver to blame? In 1889-90 the crop was 7,311,000 bales, the largest yield on record, but 1890-91 surpassed this with the unprecedented crop of 8,652,000 bales, and 1891-92 followed with 9,035,000 bales. The aggregate yield for these three years was 25,000,000 bales, against 20,400,000 bales for the three preceding years, an increase of 5,500,000 bales. Thus the excess of three years over the three preceding years was almost equal to an average crop. Commencing with 1883-84, there was a steady increase every year up to 1891-92, an eight-year period without a break. The total crop for these eight years was 57,700,000 bales, against 44,400,000 bales for the preceding eight, an increase of 13,700,000 bales. That this was beyond the increase in consumptive requirements is self-evident. The world's markets were overloaded, and a great decline in price was inevitable. Just then came the Baring failure, with its world-wide sweep to usher in another periodical industrial depression. That cotton had to suffer as well as all other interests was natural and inevitable. All the silver in the world could not have prevented it. In 1892-93 the crop was short, and prices promptly advanced, though silver was still demonetized. But let us go back. If to the demonetization of 1873 was wholly due the present low prices, there must, of course, have been prior to that no periods of low prices such as we have had for five years; moreover, why did we have high prices, 10 to 11 cents, until 1890, when the Baring failure and enormous overproduction combined to cause a drop? The record shows that the lowest prices ever known were long before 1873. In 1840 cotton dropped to the lowest price on record up to that date, and averaged in New York for the year 9.5 cents per pound. It continued to decline, and in 1844-45 the average New York price for the year was 5.63 cents, an average never known since. Moreover, at that time the seed was without value, transportation was expensive, and the cost of agricultural implements high. The average for the entire decade, 1840 to 1849, was the lowest of any decade in the history of the country. Did the act of 1873 cause the low prices of 1840 to 1850?

WHICH WILL YOU CHOOSE—PROSPERITY OR HARD TIMES?

The South needs capital for the development of its vast resources. Utterly destroyed as its business and agricultural interests were by the war, dependent largely upon outside capital with which to rebuild its ruined fortunes, it has been gradually regaining its place in the commercial world, but no other section has such need of outside money as the South. It needs capital, it needs credit at home and abroad, and without these the wonderful progress since 1880 would practically come to an end for many years. The South, and in this term the great Southwest is, of course, included, cannot afford, looked at only from a business point of view, to drive away capital, to injure its credit and to force money to seek investment elsewhere, as it is now doing by its fight for free silver.

The success of the silver movement would surely halt the country's advancement, cause capitalists to hoard their money, bring about a practical cessation in railroad building and in the development of mining and manufacturing, throw back into farming thousands of men now otherwise employed, and thus still further increase the output of agricultural products. These facts are presented for the thoughtful study of the people of the whole country. They are of vital interest to all, but especially to every man, woman and child in the South and West, for upon these sections mainly depends how this question is to be settled, for free silver would give us a long period of stagnation, while its defeat will inaugurate a period of more wonderful progress even than that of 1880 to 1890.

Industrial News from Birmingham.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., October 12.

Rather a quiet feeling prevailed in the iron market the past week, when contrasted with the immediate preceding weeks. The closing of the week, however, developed a more active inquiry, with negotiations not concluded for several lots. The tone of the market is very firm. Quotations are maintained, and offerings are limited. Some grades are so well sold up that an inducement in prices is necessary to bring them out. No. 1 foundry is quoted at \$8, with some interests practically out of the market for that grade, as they name \$8.25 to inquiries for it. Inside prices for cash and 1896 deliveries are \$8 for No. 1 foundry, \$7.25 for No. 2 foundry, \$6.75 for No. 3 foundry, \$6.50 for No. 4, gray forge and mottled, and \$7 and \$7.25 for Nos. 2 and 1 soft. The statement published in Eastern papers of the charter of a British ship to carry 2500 tons of pipe from Pensacola to Japan cannot be confirmed from usual sources here. In September the Tennessee Coal, Iron & Railroad Co.

sold one lot of 3000 tons of pig iron, Pensacola delivery, for foreign shipment, and they were subsequently informed that this lot was for Japan. They are not yet advised that the charter mentioned is for this sale, but it is probably the case, as circumstances so well fit it, and no other sale made. The sales of pig more than equal the output now, and encroachment on the stock in yards continues. Shipments keep pace with the existing facilities, and there is a growing feeling of satisfaction with the outlook. The fact that a rapid appreciation in prices would be a strong temptation to light the fires in furnaces now idle, compels a conservative feeling as to prices on the part of sellers. An increase in production would add to competition and menace values.

The rolling of the steel at the rolling mills produced by the Hawkins process was a disappointment. But the projectors give very plausible explanations as to why this was the case. They have now the output of five runs, and will roll them under the superintendence and control of their own men. The result will

establish the apparent success or failure of the Hawkins process only. That steel can be made from our iron here needs no demonstration, as that is a fact being proved every day. The only question in contention is the economy of the process offering for acceptance. That is now on trial, without having reached the point of convincing practical demonstration.

At Bessemer there are reports of a discharge of men, followed by the news of the capture of a large order by the pipe works. Crellin & Nalls have just finished and shipped an outfit of boilers and stacks for Tutwiler's coal mines, as well as a similar outfit for the Sloss Company at Blossburg. The Warrior Machine Co. has added the building of engines to its business, and is now at work on orders for two engines for saw mills. Its new building, in course of erection now, will be occupied on the 1st of November, and it will claim to be the most perfect as to light and ventilation and the most convenient as to arrangement in the South. At the rolling mills there is nothing to indicate other than a small and slow business, and this is just what they characterize it.

The Decatur Car Wheel Works continue the activity with which it inaugurated its opening. Besides this, there is nothing of interest to be gleaned from other industries. Some rumors are current concerning a steel mill, but so far there is no solid foundation on which to rest them. Several enterprises are discussed and announced, but they have not yet passed beyond the stage of embryo, and they won't be hatched out until after the election. There are more promoters of enterprises nowadays that fail to materialize than there are of successful accomplishment. But "all things come to him who waits." Birmingham may well be satisfied if, after the election, a tithe of the things promised are realized.

J. M. K.

Steamships to Mexico.

A dispatch from St. Louis states that it is rumored that the Illinois Central is about to charter a number of ocean steamships to carry cargoes from New Orleans to Mexican ports. It is reported that the business of the company is increasing to such an extent that a line of vessels in connection with its service to New Orleans has become necessary.

Tennessee Mining Property.

Regarding the recent transfer of coal and mineral lands from the Union Land & Development Co. to the Union Land, Coal & Coke Co., of Tennessee, the Manufacturers' Record is informed that Mr. F. G. Niedringhaus, of St. Louis, Mo., is president of the latter company. In the last issue of the Manufacturers' Record it was stated that the Land, Coal & Coke Co. had given a \$1,000,000 trust deed to the New York Security Co., \$500,000 of which, it was understood, was to be used for development purposes. Mr. Niedringhaus is interested in the extensive ironware firm of Niedringhaus Bros., who have control of a very large section of mineral land in Tennessee, and who, it is understood, have been promoting the building of the Tennessee Central Railroad. There is reason to believe that the recent transfer of this property means that mining operations will be commenced upon it and that work may be resumed upon the railroad line, which would be its principal outlet to market.

Mr. T. S. Leahy has been appointed Southern representative of the Cincinnati, Hamilton & Dayton system, with headquarters at Cincinnati, Ohio. He will have charge of the business of this line in the South.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

A New Mississippi Line.

At the annual meeting of the Aberdeen & Tennessee River Railroad Co. W. C. Fitzgerald was elected president and general manager; Robert E. Houston, vice-president, and John C. Wickes, secretary and treasurer. It is understood that the route has been surveyed as far as Burnside, Miss., and that the road will be completed to the Tennessee river in a few months. Work will begin about November 15. The headquarters of the company are at Aberdeen, Miss.

Service to Galveston.

The North German Lloyd Steamship Co. has inaugurated its Galveston service with the arrival of the steamship Halle, the first of the line at the Gulf city. She carried 116 passengers, and it is stated that a very large number of them will obtain homes in Texas and the Southwest. The steamship is of about 4000 tons, is 356 feet long and draws twenty-four feet when loaded. She has accommodations for 1100 passengers. She will take on a miscellaneous cargo at Galveston for Bremen, Germany.

Southern Bonds for Northern Rails

The Greenwood, Anderson & Western is a sample of what a railroad company possessing push and ability can do in building a line in the face of general business depression. As readers of the Manufacturers' Record are well aware, this road is being constructed through one of the most productive sections of South Carolina, and its trains will, it is expected, be running through from Seivern, the present terminus, to Batesburg by November 15. The company, of which Col. Mike Brown, of Barnwell, is at the head, has had many obstacles to contend with besides the general condition of business, but has overcome them successfully.

As an indication of what Northern corporations think of legitimate railroad enterprises in the South, it may be stated that the Greenwood, Anderson & Western has obtained its steel rails for the extension now being completed from the Carnegie Steel Co., of Pittsburg, after a careful investigation of the enterprise by that company. It is unnecessary to say that the Carnegie Company is one of the most conservative, as it is one of the most successful corporations in the world. The fact that it was willing to aid such a road shows how highly it regards the enterprise. Col. Mike Brown has been very successful in aiding the material development of South Carolina.

To Build the T., G. & A. Road.

A dispatch from Atlanta, Ga., announces the formation of the United States Construction Co., with a capital stock of \$250,000. The company is especially organized to construct the Tennessee, Georgia & Atlantic line, before referred to in the Manufacturers' Record as being promoted between Chattanooga, Tenn., and Augusta, Ga. The incorporators of the construction company include several of the directors of the railroad company. Those interested are ex-Governor A. B. Cornell, of New York; F. F. Ferguson, of the Ferguson Construction Co., New York city, and H. A. Blake, of New York; Hon. Henry C. Knox, E. C. Machen, 69 Wall street, New York, and the following gentlemen from Atlanta: W. S. Witham, D. H. Livermore, W. C. Haile and E. A. Richards. Messrs. Witham and Haile are

bankers in Atlanta, the former being at the head of over twenty banks in Georgia and Alabama. Mr. E. C. Machen, who will probably take a prominent part in the construction work, was instrumental in organizing the Chesapeake & Western Railroad, now being constructed in Virginia. He is a gentleman of great enterprise, and has been identified with the building of a number of railroads.

It would seem as if the company which has been organized ought to be fully able to complete this line, and the fact that surveys are now being made is evidence that it is intended to begin operations in the near future. There is no question but the railroad referred to will be very valuable in opening up a new transportation route between Chattanooga and Augusta, as from the latter point it can easily reach Port Royal, Charleston or Savannah by one of the lines which now terminate in Augusta.

The Tennessee, Georgia & Atlantic Company has elected the following officers: President, Hon. A. B. Cornell, of New York; vice-presidents, Jacob Haas and E. A. Richards, of Atlanta; secretary, D. H. Livermore, of Atlanta, and treasurer, W. S. Witham, also of the same city.

Louisville & Nashville Report.

The annual report for the Louisville & Nashville system, which has been awaited with much interest in the railroad and financial world, has been made public. The figures given are based on an average of 2965 miles of road. The operating expenses were nearly two-thirds of the gross earnings, and amounted to \$13,505,206, leaving net earnings of \$6,885,505, which was increased to \$7,319,876 by other income. Deducting fixed charges and other obligations which are classed under income, a net income is left of \$1,377,503. The account for betterments shows that the physical condition of the road has not been neglected in the least. During the year \$2,364,003 was charged to operating expenses for the building and maintenance of equipment alone, while \$617,341 was spent for side-tracks, bridges, station buildings, general repair work, etc. Side-tracks costing nearly \$110,000 were laid, while the rail on seventy-three miles was replaced at a cost of \$112,000. During the year the company built one parlor, five baggage and 104 other cars, besides purchasing 500 box and 450 coke cars. The report also includes the completion of the building for fruit and produce dealers at St. Louis, which is referred to as terminal facilities. This cost nearly \$500,000, including the ground. During the year 21.46 miles of new line were built, including a branch about ten miles long between Montgomery and Prattville, Ala.

There are many reasons for believing that this year will show an improvement in earnings over the year 1895-96. The company is now doing the largest business at any time in its history. During the month of September alone, which, of course, is not included in the recent annual report, the company handled 5000 carloads of freight bound South.

The election of officers of the company resulted in the present board of directors being re-elected, with August Belmont, of New York, as chairman. It is understood that the present officers will also be re-elected. They are Milton H. Smith, president; Stewart Knott, vice-president; H. W. Quarrier, treasurer, and R. H. Ellis, secretary.

Railroad Notes.

At the annual meeting of the stockholders of the St. Louis Southwestern

Company the present directors were re-elected.

W. A. Moody has been elected manager of the Alabama Car Service Association, succeeding W. H. McClintock.

The statement of the Baltimore & Ohio receivers for the month of August shows total receipts of \$2,942,996.62, while the disbursements were \$2,890,503.12.

The Houston Heights Street Railway Co., of Houston, Texas, has elected Edward S. Ellis, president; J. F. Lanier, vice-president, and F. A. Helbig, secretary and treasurer.

Mr. Henry V. Poor, of New York, one of the publishers of Poor's Manual of Railroads, the great authority on railroad finances, has prepared a pamphlet upon the present financial question as it relates to politics. The work should be interesting to all, whether they believe in free silver or gold.

The grain elevator at Charleston, S. C., has been rebuilt by its owners, and is now nearly ready to receive grain consignments. It has a capacity of 200,000 bushels. The elevator is owned by the South Carolina & Georgia Railroad Co., and it is evident that this corporation hopes to secure its share of the grain business.

President H. B. Plant, of the Plant Railway & Steamship Co., is authority for the statement that the steamer recently built for this company at Newport News is to run between Savannah and New York. The vessel, which has already been described in the Manufacturers' Record, is one of the finest ever built in American waters.

The Manufacturers' Record has received copies of the map of the country to be traversed by the road projected from Knoxville to Port Royal by Mr. Albert E. Boone. The map is a very handsome piece of work. Should this road ever be built, and we hope that it may, the engineering work represented by this map would be of much service.

The October number of the Travelers' Official Railway Guide is fully as valuable as its predecessors, and contains considerable information about new railroads which has not before appeared. A feature of this work is the timetables of railroads recently built, and there is no doubt but what it is by far the most complete of any such publication in the country.

At the annual meeting of the Piedmont & Cumberland Railway Co., held in Baltimore, Henry G. Davis was re-elected president, and C. M. Hendley, secretary. During the year ending June 30, the total shipments of coal along this line were 992,623 tons, an increase of 101,496 tons over the previous period. This road forms the eastern extension of the West Virginia Central system.

The Canal & Claiborne Street Railway Co., of New Orleans, has purchased a quantity of rolling stock, and will use it for its service during the winter. The cars have what is known as the Lord Baltimore truck, which is very popular with street-car builders, and are twenty-nine feet long by eight feet wide. They are very attractive in appearance, and combine all the latest improvements, including the patent Hale & Kilburn seat.

The Pennsylvania Railroad Co. believes in appointing to positions men of energy and ability, and the question of age is not considered, provided the one to be appointed or promoted is capable. D. A. Lindsay has been appointed agent to have charge of Nashville and the Southern territory in general. Although young in years, Mr. Lindsay has acquired an enviable reputation as a handler of railway traffic, and his appointment, it is unnecessary to say, is deserved.

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COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., October 12.

Unusual activity, together with a further advance in values, have been leading features of the cotton-oil market during the week. Prime yellow has changed owners on a 27-cent basis, a figure which even the most pronounced bull deemed impossible but a few weeks ago. The market is in a strong position on the late advance, as a decided disposition to sell under 27 cents is manifest. The South is slow in making sales, there being an evident disposition to await further developments, as suggested by the advancing bids tendered. A fair volume of crude has been taken up by refiners, chiefly in the West, the firmness displayed in the market for animal products proving an incentive to pay higher prices for cotton oil. Nevertheless, their bids generally are not up to the standard as fixed by the manufacturers, resulting in less actual business than would otherwise have transpired. The shippers at this market are bent upon securing supplies, however, the strong position of the product failing to restrict operations. Their attitude in this respect will be better understood when it is considered that apart from the favoring market conditions of allied products, lard, tallow, stearine, etc., the possibility of a very serious shortage in the supply of oil-bearing seeds which are annually imported by France from Northern Africa naturally suggests the likelihood of an unusually heavy demand for American cotton oil.

January lard, Chicago, is firm at 4.46 cents, while here the compound product is steady at 4½ to 4¾ cents. Tallow, it is expected, will reach 4 cents, many melters being disinclined to consider a lesser figure. The situation is on the whole a confident one, as it is practically assured still higher prices will prevail. Seed is being stored largely at \$9 per ton in certain Southern districts, while planters are in some instances demanding higher prices. Bulk crude is quoted at 18 cents at near shipping points, and in accordance with the general improvement, it is believed the manufacturer will in the near future put prices of crude up. The sagacity displayed by certain members of the seed-crushing fraternity in rejecting offers to contract on a 14 or 14½-cent basis for crude several weeks ago is apparent now, while, on the other hand, those who accepted offers at these prices have ample time to reflect upon the uncertainties which the future at all times presents. English refined oil has advanced to 17 shillings. The principal exports were for France, 2800 barrels in all, while arrivals aggregate 2950 barrels. The following are closing prices: Prime crude, 23 cents; loose crude f. o. b. mills, 17 to 18 cents; prime summer yellow, 26½ to 27 cents; off-grade summer, 26 to 26½ cents; prime winter yellow, 32 cents; yellow, butter grades, 27 to 28 cents; prime white, 28½ cents, and soap stock, ¾c. to 1 cent per pound. Today 1000 barrels of white oil was sold for export at 28½ cents, but some refiners decline to sell under 29 cents.

Cake and Meal.—Sales for the foreign markets are increasing in volume, while prices have advanced concurrently. An improved demand for home consumption is also a feature of current trading. Cotton meal to arrive is quoted at this market at \$19.50 per ton. The exports for the week have been of a limited character, owing to excessive freight rates.

Cottonseed-Oil Notes.

The steamship *Mexicano* cleared from Galveston last week with 128,962 gallons of cottonseed oil, valued at \$21,923.54, with other cottonseed products for Vera Cruz, Mexico.

The exports of cottonseed oilcake and meal from the United States for the month of August, 1896, were valued at \$112,236, against \$187,190 for the month of August, 1895.

The Interstate Oil Mill Co., at Augusta, Ga., being in readiness for commencing the regular season, made a test of the mill's capacity last week. The mill refined a quantity of oil which proved to be of an excellent quality. The company will in a week or two be busy filling orders.

The shipments of cottonseed products from the port of Galveston, Texas, last week were as follows: Steamship *Ursa* for Hamburg with 35,157 sacks of cottonseed meal, 2946 sacks of cottonseed cake and 668 barrels of cottonseed oil, and steamship *Maratine* for Liverpool with 10,932 sacks of cottonseed cake.

The loss of the Givanovich Oil Co.'s seedhouse at Natchitoches, La., recently has retarded the operations of the company. The manager, Mr. John A. Barlow, states that the company will soon have another seedhouse built on the same site, and expect to have the plant in active operation some time next month.

There is a better feeling in the cottonseed-oil industry in Texas, the market having advanced considerably from the low point reached during the past summer. Texas mills have made some good sales recently, outside prices in most cases having been obtained. Present figures, however, are about two cents lower than at the corresponding period last year. The following quotations were posted last week by the cottonseed-product department of the Houston Cotton Exchange and Board of Trade: Prime crude, loose, 15¾ to 16 cents; refined butter oil, loose, nominal; prime summer yellow oil, 18½ to 19 cents; prime cottonseed cake, \$11.50 to \$13, and prime cottonseed meal, \$12.50 to \$14 per short ton f. o. b. mill at interior points; cottonseed hulls, \$2.50 to \$3. The market closed firm on the 10th inst.

The market for cottonseed products at New Orleans is firmer, with an advance in oil; prime crude oil in bulk, 17½ cents; prime summer yellow in barrels, 23 cents; meal, \$16.25 to \$16.50 per short ton; cake, \$17.50 to \$18 per long ton for export. Receivers' prices ranged as follows: Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing at depot, \$15.75 to \$16 per short ton of 2000 pounds; for export per long ton of 2240 f. o. b., \$18 for current month; oilcake for export, \$18 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime in barrels per gallon, 18¼ cents; loose, per gallon, 16 to 16½ cents, according to location of mill; refined cottonseed oil, prime in barrels per gallon at wholesale or for shipment, 22 to 23 cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 20 to 25 cents; foots, ½c. to ¾c.; linters, according to style and staple—A, 3¾ to 3¾ cents; B, 3½ to 3½ cents; C, 3 to 3¼ cents; ashes, none.

The Kathwood Manufacturing Co., of Kathwood, S. C., formally opened its 20-ton cottonseed-oil mill Saturday, September 3, with a barbecue dinner and farmers' club meeting. The mill machinery was furnished by G. H. Bushnell Press Co., of Thompsonville, Conn., and was erected under the personal supervision of M. W. Bushnell.

This mill starts under the most favorable local conditions, as the president, Major H. Hammond, is a gentleman enjoying the highest confidence of the community in every respect. And C. C. F. Hammond, who is to manage the affairs of the company, has long and favorably been connected with the Southern Oil Co. And, with machinery which has been inspected by several expert oil manufacturers and pronounced by each to be of the finest workmanship and of the most modern design, this company ought to have a bright future. The Bushnell Company makes a specialty of oil-mill machinery, having at present in the course of erection three other complete outfits for the manufacture of cottonseed oil in South Carolina, besides the remodeling of several other mills. This plant is to be operated by water-power especially developed for the business, and is one of the very few oil mills to be operated by water-power in this country. It is connected with a fine ginning system, and the entire plant is lighted by electricity.

General Gordon, of Georgia, Wants Some Information.

Waco, Texas, October 6.

Editor *Manufacturers' Record*:

On my farm in Taylor county, Georgia, I wish to lift water to a considerable height in large amounts for irrigation purposes. I wish to lift this water by water-power. I have a large creek, and can command from six to ten feet of fall. The problem is to force a column of water through a pipe six or eight inches in diameter to a height of, say, seventy-five or 100 feet to a reservoir on the hill top.

To solve this problem it is necessary for me to know—

1. What water-wheel to use, whether turbine or some other.
2. If turbine, what size?
3. How much water will it require, applied to such wheel, to furnish the needed force to carry such column to such height?
4. What is the cost of such turbine wheel as will be required?
5. What is the probable cost of setting it up and rigging it ready for work?
6. From whom can I purchase at lowest rate such turbine?
7. If I reduce the pipe from six or eight inches in diameter to half the size—that is, to three or four inches—how much would it reduce the cost of the turbine wheel required for this lessened column of water?
8. What is the best pump for my purposes?
9. What is the cost of such pump and fixtures?
10. Is terra-cotta pipe strong enough to resist the bursting pressure of such a column of water as I suggest lifted to a height of seventy-five or 100 feet, the angle of slope or elevation being about 30° or 35°?
11. Can you suggest any cheaper or better method of lifting this column of water?
12. Are there any hydraulic rams manufactured of sufficient size and power to do the work, or are there any that would lift a column of water to that height through a smaller pipe, but not less than three or four inches?
13. If yes, what will such ram cost, and where obtained?

I beg that you will pardon me for troubling you with such an array of questions, but you have taught us at the South to look to your magnificent journal for information on all matters looking to our material advancement.

J. B. GORDON,

Reynolds, Ga.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the *Manufacturers' Record*. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

A Model Plant.

The Clifton Manufacturing Co., of Clifton, S. C., is now placing in its third cotton mill, and will be ready to begin operations with this plant in a few weeks. This is one of the finest textile plants in the country, and contains most, if not all, of the latest improvements in cotton machinery.

The building is 320x103 feet, four stories high, with a picker building 100x100 feet. The dam and foundation of the building cost \$50,000. The power is 2000 horse, generated by water on two pair of 42-inch McCormick wheels, built by S. Morgan Smith, York, Pa., supplemented by an 800 horse-power steam engine, manufactured by the C. & G. Cooper Co., of Ohio. The power is designed for 50,000 spindles, but the present building will only accommodate 35,000, one end being left for an extension for 15,000 more spindles in the future. The mill is lighted throughout by the latest improved electric machinery. A weaveroom containing 1100 looms has also been completed in connection with the plant.

For the benefit of the operatives, a hotel, store and a number of dwellings have also been built. D. E. Converse, of Spartanburg, S. C., is president of the company.

Textile Notes.

The Eagle & Phoenix mill No. 1, at Columbus, Ga., has resumed operations with about 300 hands.

The Victor Cotton Mill, of Charlotte, N. C., which has been idle for the past two months, has resumed operations.

The large mill at Lockhart, S. C., is now turning out a fine grade of white goods, which finds a ready sale in the New York market. It is stated that the amount of capital represented in the plant is over \$750,000, including all the buildings. Work was begun on this mill about two years ago.

A dispatch from Augusta, Ga., states that work is to be resumed in the plants of the Sibley Manufacturing Co. and the John P. King Co. on the 19th inst. The King mills have been closed since July and the Sibley mills for several weeks. About 1500 people will be given employment in both places at the start. Repairs have been made to the King mills.

The stockholders of the Pinner's Point Land Co., Norfolk, Va., have elected H. L. Maynard, president; A. B. Butt, vice-president; John L. Watson, secretary and treasurer. This company has purchased what is known as the "Cotton Tract" at Pinner's Point, containing about 275 building lots, and has determined to place it upon the market for sale.

The Smith-Dugger Drug Co., of Atlanta, Ga., has closed an important deal with the Wm. S. Merrill Chemical Co., of Cincinnati, Ohio. By the terms of the contract Atlanta becomes the distributing point for the products of these extensive manufacturers, and the Smith-Dugger Drug Co. will hereafter work the Southern territory, employing active commercial travelers for the purpose.

MECHANICAL.

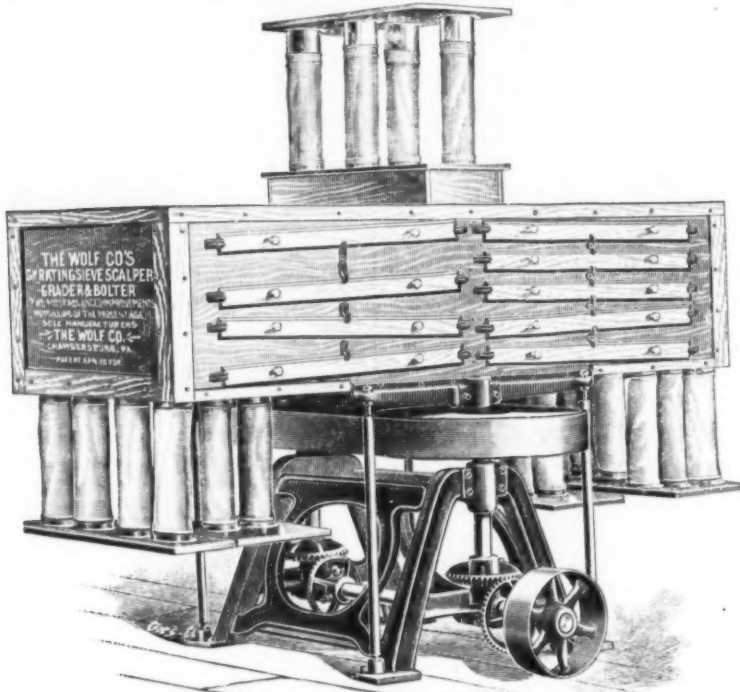
The Wolf Gyrator.

An improved flour mill machine, which is considered a decided advance in such equipment, and the embodiment of all that is best in modern bolting methods, is illustrated herewith. The Wolf Co., Chambersburg, Pa., which is introducing this improvement, make the following sweeping claims:

"In the gyrator, not politically, however, we are endorsing a new platform, one which we are satisfied advances the manufacture and production of flour to the very highest attainable point of perfection. We advocate and unequivocally

two upright shafts by gears; on each of said uprights are mounted balance wheels, with adjustable weights to counter-balance sieve box; same are connected by an endless belt, to prevent back lash on gears, and strain on said drive is further relieved by four steel supporting rods, with adjustable socket bearings, thereby bringing the entire weight of sieve box on the base of the iron frame to assure absolute uniformity and rigidity in operation, since no weight bears on the balance wheel pins or their accessories.

The sieve box or frame is an entire new departure, openings being arranged in the sides of the frame for the reception of sieves or drawers, similar to the

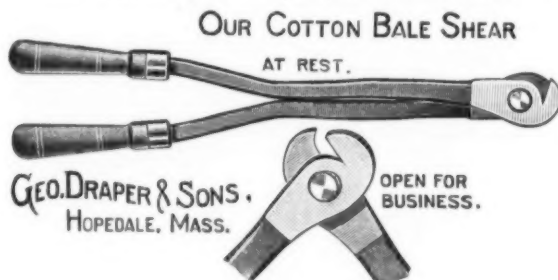


THE WOLF GYRATOR.

ally guarantee by the adoption of our 'gyrator' system the following pre-eminent advantages: Saving in power—It saves 60 to 75 per cent. in power. Space required—Requires about one-fourth the space, since it dispenses with from four to eight scalpers, flour dressers or centrifugal reels. Very little attention necessary—It saves 90 per cent. of the attention required by any other bolting system now known to the trade. Atmospheric changes—Usual difficulties experienced by change of atmosphere and conditions of wheat overcome, as all

drawers of a desk or bureau, all being interchangeable. Carrier boards are placed beneath said sieves and convey the product to the head of a lower sieve, or to finished flour or feed spout. The cloth-cleaning device is both novel and practical, it being a light metallic chain fastened loosely on top of the sieves, and which, with the gyratory motion on the cloth, proves a positive means in keeping same clean without the annoyance of rubber balls, corn, wheat or other cereals.

Further details regarding this machine may be obtained from the Wolf Co.



Cotton-Bale Shear.

sieves are interchangeable, and any cloth in machine can be changed in one minute, or all of them within ten minutes. Renewal of cloth—Requires 75 to 80 per cent. less cloth surface, and can be renewed as one minute is to one hour over any other system now employed in American mills. In entirety—The gyrator is what the 1896 model 'Wolf' rigid grinding roller mill is to the old antiquated seventeenth century burr stone."

The gyrator is believed by the manufacturer to combine more new and unique features than are contained in any similar machine.

In order to obtain a perfectly rigid machine with a gyratory motion, without the use of overhead rods or stays, the manufacturer employs a combination of a horizontal shaft transmitting power to

At the annual meeting of the New Orleans Fruit Exchange John B. Cefalu was chosen president; C. K. Browning, vice-president; Charles Delerno, treasurer, and Charles Roth, secretary.

Lidgerwood Cableway in Hawaii.

We show in the three engravings printed herewith an interesting and somewhat unusual installation of the Lidgerwood cableway at Hilo, Hawaiian

Lidgerwood pattern, with main cable two inches in diameter. The head tower is sixty feet high; tail tower, fifty feet.

The average load handled is two tons. In Fig. 3 the cableway is seen transporting a load of 4500 pounds of barley.

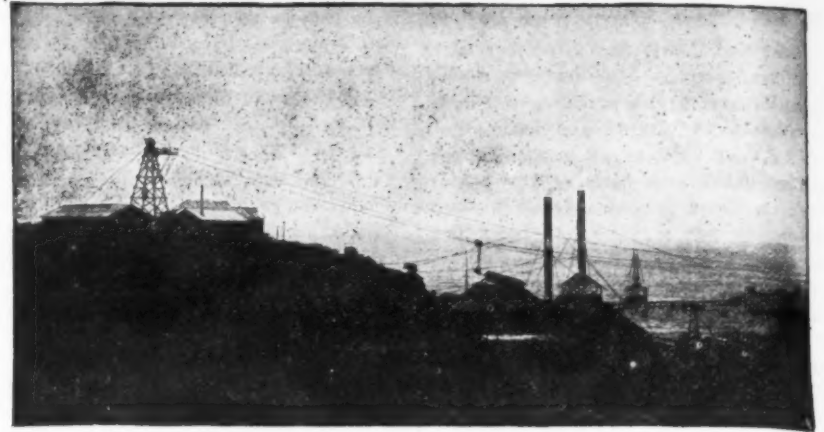


FIG. 1.—LIDGERWOOD CABLEWAY AT HILO, HAWAII.

Islands, where it is used by the Onomea Sugar Co. for transporting sugar, lumber and general freights.

The coast at this point is a rough one, and it is a matter of much difficulty to convey material to and from vessels and

This cableway was furnished the Onomea Sugar Co. through the Pacific Coast agents of the Lidgerwood Manufacturing Co., Messrs. Parke & Lacey Co., San Francisco, Cal. It was set up by the native workmen at Hilo without

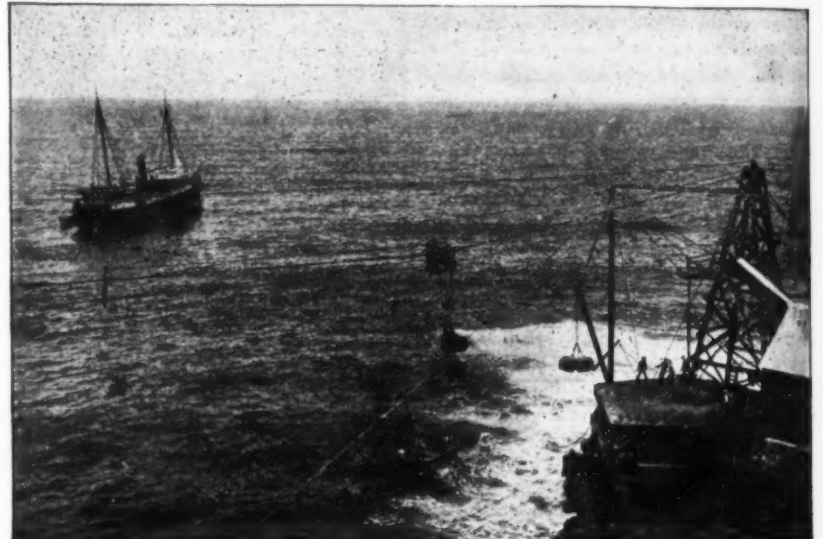


FIG. 2.—LANDING FREIGHT FROM STEAMER, HILO, HAWAII.

the wharf, this being done by using small boats, as shown. The sugar or other freight is hoisted from the small boats by a number of derricks placed upon the wharf and afterward carried by the cableway up the hill to a point at the

other help from the builders than general instructions. Of its working the Onomea Company says, in a recent letter to the Lidgerwood Manufacturing Co.:

"You will be glad to hear that the cableway is working perfectly in every

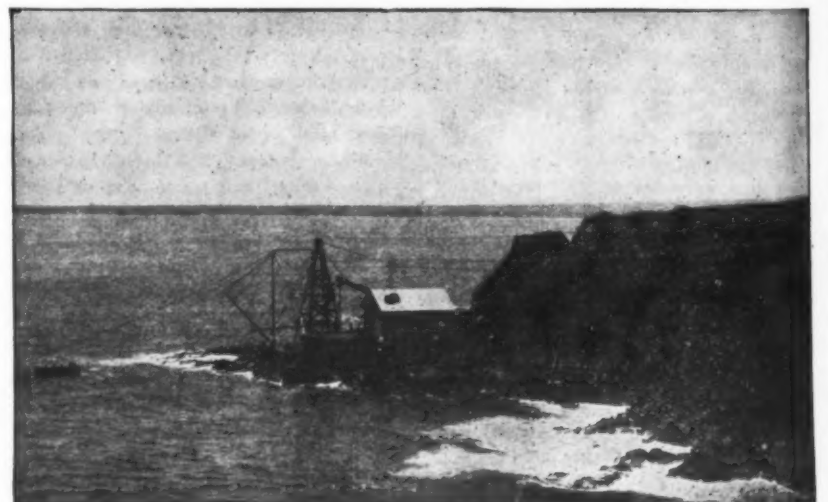


FIG. 3.—LIDGERWOOD CABLEWAY, HILO, HAWAII—TAIL TOWER, WAREHOUSE, WHARF AND DERRICKS.

head tower. Or, if it is to be shipped, the cableway takes the material down to the landing, and from there it is transported to the vessel ready to receive it by the small boats.

The cableway is of the latest improved

way."

Where convenience, dispatch and economy in operation are considered, the value of this system for hoisting and conveying material of all sorts is widely recognized.

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PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., October 15.

In the local phosphate market there has been some business doing, but in a general way the total amount of transactions is light. Manufacturers are not buying heavily, but only to supply present wants. Several sales of Tennessee rock are reported, and receipts from the Mount Pleasant territory in that State are improving. A local firm reports contracts amounting to 800 or 1000 tons to out-of-town buyers. The advices from South Carolina are unchanged, and the demand, which has lately been light, both from foreign and domestic sources, is improving. Prices are steady at \$3 for crude rock at the mines; hot-air-dried \$3.25 f. o. b. Ashley river, and \$3.45 f. o. b. Charleston city. Florida miners are beginning to increase the output in certain sections, and there is a better foreign demand expected, several vessels having been chartered already for November. The development in the pebble section is also of a more extended character. In the local market there are no charters reported, and desirable vessels are scarce, with rates firmer. The market for sail tonnage in New York is exceedingly quiet and the volume of business of small proportions. Negotiations are somewhat restricted by the scarcity of desirable tonnage. The following phosphate charters were reported this week: Schooner Bertha Warner, 429 tons, from Fernandina, Fla., to New York with rock at \$2, and the British steamer Resolute, 1280 tons, from Charlotte Harbor to Hamburg with rock at 19/6, November 15.

Fertilizer Ingredients.

The market is decidedly firmer, with a better volume of business during the past week. The offerings are liberal and are quickly taken. Sellers are much firmer in their views, and throughout the general list there is an advance in values. There has been a good inquiry from Southern buyers, and some trade has been done with Eastern manufacturers. There is a moderate demand for nitrate of soda and values are steady.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$2 15 @	—
Nitrate of soda.....	1 85 @	1 90
Hoof meal.....	1 00 @	—
Blood.....	1 00 @	1 65
Azotine (beef).....	1 65 @	—
Azotine (pork).....	1 70 @	—
Tankage (concentrated).....	1 62 1/2 @	1 65
Tankage (9 and 20).....	1 65 @	10
Tankage (7 and 30).....	14 50 @	15 50
Fish (dry).....	18 50 @	19 00
Fish (acid).....	11 00 @	12 00

Phosphate and Fertilizer Notes.

The British steamship Mab cleared from Savannah last week for Bremen with 1906 tons of phosphate rock among her cargo.

The British steamship Sutherland, from Newcastle, England, arrived at Port Tampa, Fla., on the 7th inst. for a cargo of phosphate rock.

The exports of fertilizers from the United States for the month of August, 1896, were valued at \$397,039, against \$327,123 for the corresponding month in 1895.

The Whitfield & Sanders phosphate mine at Early Bird, near Ocala, Fla., was sold last week at sheriff sale. It was purchased by the Anglo-Continental (late Ohlendorf) Guano Works for the sum of \$500.

A charter was granted on the 11th inst. at Tallahassee, Fla., to the Florida Phosphate Mining Co., of Ocala, Fla., with a capital of \$25,000. The stockholders are A. S. Anderson, Edwin W. Davis, Frank

Grant, James V. Burke and Frank E. Wetherbee.

A meeting took place last week at Columbia, S. C., at which representative fertilizer manufacturers and railroad authorities appeared before the railroad commission to argue the question of fertilizer rates. The session was a lengthy one, and characterized by considerable discussion. The commission, after hearing the arguments on both sides, took the matter under consideration, and will announce its decision later.

State Chemist Payne, of Georgia, has just issued a valuable bulletin on fertilizers and their use in that State. The work is done under the supervision of Hon. R. T. Nesbitt, State commissioner of agriculture. Mr. Payne gives in detail the laws governing the inspection of fertilizers, and in his report to the commissioner shows that during the season there have been made 1681 analyses. The document is an able one, and full of interest.

The schooner Talofa sailed from Port Tampa, Fla., on the 9th with 1630 tons of phosphate, and the William M. Bird with 1200 tons, both for Baltimore. The phosphate came from the Palmetto Phosphate Co. The British steamship Sutherland sailed from Port Tampa direct for Stettin on the 11th inst. with 3100 tons of phosphate rock from the Abe Newman mines. The steamship Strathearn arrived the same date to load a cargo of phosphate rock for a continental port.

Messrs. J. M. Lang & Co. report the shipments of Florida phosphate rock from the port of Savannah, Ga., for the month of September, 1896, as follows: Steamships Lorle for Hamburg with 3950 tons, by B. Arentz & Co. and J. V. Burke; Glenisle for Genoa with 1400 tons, by Anglo-Continental Guano Co.; Silicia for Genoa with 1352 tons; Abrenda for Bremen with 1809 tons, and Brinkburne for Hamburg with 1796 tons, all by B. Arentz & Co.; Elwick for Genoa with 1195 tons, by A. Neuman, and Lidra for Hamburg with 1515 tons, by B. Arentz & Co., making a total for the month of 13,017 tons. The German steamship Corona cleared from Savannah, Ga., last week for Revel and Stettin with 1353 tons of phosphate for the latter port.

Iron Markets.

Cincinnati, Ohio, October 10.

The transactions of the week have been mostly for lots ranging from carloads to 500 tons, but a few orders for 1000 tons each have excited interest. The recent advances in Alabama irons have made them relatively higher than Pennsylvania and Virginia brands in the East, and above current quotations on local brands in Chicago. As a consequence, sales have been checked in those sections and buyers' attention has been diverted from Southern to Northern and Eastern irons. Southern charcoal continues very quiet, and there is no change expected until car works resume operations. Lake Superior charcoal is moving to a limited extent, but lake shipments must soon be suspended. Lake ore coke iron has been in better demand, and some of the producers have advanced about 50 cents. Others, however, accept orders at old figures.

There are buyers who think the business situation does not warrant advances in raw material, because consumption is not increasing. Some of them apparently forget that pig iron has been selling far below actual cost, and that today's prices are phenomenally low. A comparison of prices for the past five years may not be amiss. Quotations are cash Cincinnati:

Oct. 1, 1891, Alabama No. 2 foundry... \$13 75
Oct. 1, 1892, Alabama No. 2 foundry... 12 25
Oct. 1, 1893, Alabama No. 2 foundry... 11 00
Oct. 1, 1894, Alabama No. 2 foundry... 9 75
Oct. 1, 1895, Alabama No. 2 foundry... 12 75
Oct. 1, 1896, Alabama No. 2 foundry... 10 00

Although wages have been reduced, the cost of ore and coke cheapened and various economies practiced, yet the cost of iron has not been brought down to a point where the normal wants of the country can be supplied without a considerable advance. It is certainly not unreasonable to expect a revival early in 1897, if not sooner, that will restore prices current during October of the panic year, which were \$1 per ton above the present.

Money is tending toward greater ease, but rates are firm. Collections are slow, and requests for more time are numerous.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry...	@ \$10 50
Southern coke No. 2 foundry...	9 75 @ 10 00
Southern coke No. 3 foundry...	@ 9 50
Southern coke, gray forge...	@ 9 25
Southern coke, mottled...	@ 9 25
Southern coke No. 1 soft...	9 75 @ 10 00
Southern coke No. 2 soft...	9 75 @ 10 00
Lake Superior coke No. 1...	12 00 @ 12 50
Lake Superior coke No. 2...	11 50 @ 12 00
Hanging Rock charcoal No. 1...	15 50 @ 16 50
Tennessee charcoal No. 1...	13 00 @ 14 00
Jackson Co. silvery No. 1...	13 50 @ 14 00
Standard Alabama car-wheel...	14 75 @ 15 50
Tennessee car-wheel...	13 50 @ 14 50
Lake Sup. car-wheel & mail'e...	14 75 @ 15 25

St. Louis, Mo., October 10.

The improvement in the iron market continues. Orders are not large, but recent advances in Southern iron are firmly maintained. The product of many of the Southern furnaces is well sold up to January 1, and some of the well-known brands are withdrawn from the market. Consumption has increased slightly the past week.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1...	@ \$11 00
Southern coke No. 2...	@ 10 50
Southern coke No. 3...	@ 10 00
Southern gray forge...	@ 9 75
Tennessee charcoal No. 1...	@ 12 00
Lake Superior coke No. 1...	@ 14 00
Lake Superior car-wheel...	@ 15 25
Southern car-wheel...	@ 15 25
Genuine Connellsville coke...	@ 5 00
West Virginia coke...	@ 4 50

We quote for cash f. o. b. Chicago as follows:

Lake Superior coke No. 1 fdy...	@ \$11 50
Lake Superior coke No. 2 fdy...	@ 11 00
Lake Sup. charcoal, Nos. 1 to 6...	13 50 @ 14 50
Ohio Scotch No. 1...	14 00 @ 15 00
Jackson Co., O., silvery No. 1...	14 50 @ 15 50
Alabama silvery No. 1...	@ 11 85
Southern coke No. 1 foundry...	@ 11 50
Southern coke No. 2...	@ 11 00
Southern coke No. 3...	@ 10 50
Southern coke No. 1 S...	@ 11 00
Southern coke No. 2 S...	@ 10 75
Mannie...	11 75 @ 12 50

Buffalo, N. Y., October 10.

There is a large increase in the volume of business as compared with a few weeks ago, and this is mainly made up by transactions with the larger consumers who are stocking up at what they consider, and what undoubtedly are, bargain prices. A large share of the business is brought about by the inducements of immediate delivery and cash payment.

Except for the advance heretofore noticed in Southern iron, there have been no changes in price, figures on Northern makes ruling at the low figures of a month ago. Confidence in the future is growing, and as that sentiment spreads, business increases.

We quote, on a cash basis, f. o. b. cars Buffalo, as follows:

No. 1 foundry strong coke iron	@ \$12 25
Lake Superior ore...	@ 11 75
No. 2 foundry strong coke iron	@ 11 75
Lake Superior ore...	@ 12 25
Ohio strong softener No. 1...	@ 11 75
Ohio strong softener No. 2...	@ 15 25
Jackson county silvery No. 1...	@ 11 40
Southern soft No. 1...	@ 11 40
Southern soft No. 2...	@ 11 40
Lake Superior charcoal...	14 00 @ 14 50

Boston, Mass., October 10.

A great many New England foundries are as near idle as they can well be and still carry on business, but there are evidences in all quarters of confidence that the trade is coming along in due time. A trip through the principal manufacturing districts of Connecticut and Massachusetts shows activity in replacing and improving plants and getting ready for what is expected to follow after the election of McKinley. There is no rush of

pig-iron orders, and yet a steady business is being done. One important concern placed contracts during the week for about 5000 tons, it being their full requirements for a year to come. Prices show no change except a little firming up from day to day. Nothing more is heard of job lots and special concessions. The demand is well distributed between Northern and Southern brands.

New York, N. Y., October 10.

There is nothing the matter with the pig-iron market, so far as the East is concerned. The volume of orders, which took on a lively increase a month or so ago, shows no diminution. On the contrary, it is probably growing. It is all from consumers, but in many cases purchases are made in excess of requirements based on present rate of consumption. In other words, many manufacturers are speculating to the extent of buying against a substantial improvement in business, which is now fully looked for.

A decided factor in the situation is the withdrawal of furnaces that until recently have been the lowest sellers. This applies to Alabama and to a less extent to both Pennsylvania and Virginia districts. As production decreases and stocks decrease and prospects for future business improve, there is a marked disposition on the part of furnace companies to draw back. Long deliveries are looked on with disfavor, and anything like concessions is quite out of the question.

The underlying reason for strength in the market is, the growing appreciation of the importance of the heavy demand from abroad for American agricultural products. There is every evidence that this demand will be well sustained for a long time to come. This means continuation of gold imports; a heavy increase of railroad traffic; easing of money rates, and revival of hope among the agricultural classes of the country. No better foundation for genuine and lasting prosperity can be found than these elements.

Strangely enough, there has been in the past week a reaction in the feeling of confidence that was prevailing as to the election. This has been reflected in the stock market and in the money markets. It has given fresh stimulus to the hoarding of gold, and has operated as a check (perhaps a wholesome one) to the tide of confidence which was rising more rapidly than was healthy.

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Southern...	@ \$11 25
No. 1 X choice Virginia, such as Shenandoah...	@ 12 00
No. 2 X Alabama or Virginia...	@ 10 75
No. 1 soft Ala. or Virginia...	@ 10 75
No. 1 X lake ore coke iron...	@ 14 00
No. 2 X lake ore coke iron...	@ 13 50
Lake Superior charcoal...	15 85 @ 16 35

Philadelphia, Pa., October 10.

The demand for pig iron is good. Some heavy sales have been made this week for various kinds of pig, including basic pig, Bessemer, soft foundry irons, mill iron and charcoal iron for malleable use. If the movement continues, a general advance is inevitable. The chances of an advance are 16 to 1 in its favor.

McKinley has been elected and the result discounted by most people, but for the sake of form, the votes must be counted on November 3.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama...	@ \$11 25
No. 2 X standard Alabama...	@ 10 75
No. 1 X standard Virginia...	@ 11 75
No. 2 X standard Virginia...	@ 11 25
No. 1 X lake ore iron...	@ 14 00
No. 2 X lake ore iron...	@ 13 50
Lake Superior charcoal...	@ 15 85
Standard Georgia charcoal...	16 25 @ 17 00

ROGERS, BROWN & CO.

At the annual meeting of the Donaldsonville (La.) Board of Trade, E. D. Vega was re-elected president, and F. L. Trepagnier, treasurer.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., October 15.

The adverse winds prevailing during the past week has detained vessels on passage to this port with lumber cargoes, and the local market has been very quiet. There is very little demand, and stocks are somewhat broken, with, however, an ample supply for the very moderate trade prevailing. In air-dried yellow pine prices still range very low, and buyers are indifferent, and are only taking lots to satisfy present wants. The market for kiln-dried North Carolina pine is very steady, with a slight tendency towards a higher range of values. In white pine there is a fair demand, and values are generally steady at quotations. The hardwood market is quiet, and there is no improvement in the local demand. The export trade is very much restricted by the inability of shippers to get steamers to take out lumber, and rates show over 25 per cent. advance during the past sixty days. There are a number of cars in the several railroad yards awaiting shipment, and there seems very little prospect of immediate relief, as steamship agents have offers of more desirable freight to load all vessels scheduled to sail during the next sixty days.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE		
5-4x10 No. 2, kiln dried.....	\$12 50@	13 50
5-4x12 No. 2, kiln dried.....	17 50@	18 50
4-4x10 No. 1, kiln dried.....	15 00@	15 50
4-4x12 No. 1, kiln dried.....	15 00@	16 00
4-4 nar. edge, No. 1, kiln dried.....	13 00@	14 00
4-4 wide edge, No. 1, kiln d'd.....	17 00@	18 00
6-4x10 & 12, No. 1, kiln dried.....	23 00@	24 00
4-4 No. 1 edge floor, air dried.....	13 00@	14 00
4-4 No. 2 edge floor, air dried.....	10 00@	11 00
4-4 No. 1 12-in. stock, air dried.....	14 00@	15 00
4-4 No. 2 12-inch stock.....	11 00@	12 00
4-4 edge box or rough wide.....	7 50@	8 50
4-4 edge box do. (ord. widths).....	6 50@	7 00
4-4 12-inch rough.....	9 00@	9 50
3/4 wide.....	5 00@	6 00
3/4 narrow edge.....	8 00@	9 00
Small joists, 2 1/2"-12, 14 and 16 long.....	7 00@	8 00
Large joists, 3"-16 long and up.....	8 00@	9 00
Scantling, 2x3, 2x4 and 3x4.....	7 00@	8 00

WHITE PINE.

1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	47 50@	48 50
3d clear, 4-4, 5-4, 6-4 and 8-4.....	42 50@	43 50
Good edge culls.....	14 00@	15 00
Good stock.....	16 00@	17 00

CYPRESS.

4-4x6, No. 1.....	19 00@	20 00
4-4x6, No. 2.....	14 50@	15 50
4-4x6, 16 feet, fencing.....	10 00@	11 00
4-4x6, rough.....	8 50@	9 50
4-4 rough edge.....	8 00@	8 50
4-4 edge, No. 1.....	16 00@	17 00
4-4 edge, No. 2.....	12 50@	13 50
Gulf, 4-4, Nos. 1 and 2.....	28 50@	30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@	32 50

HARDWOODS—WALNUT.

5-8, Nos. 1 and 2.....	65 00@	75 00
4-4, Nos. 1 and 2.....	80 00@	90 00
5-4, 6-4 and 8-4.....	85 00@	95 00
Newell stuff, clear of heart.....	85 00@	100 00
Culls.....	20 00@	30 00

OAK.

Cabinet, white and red, Southern, plain-sawn and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@	34 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@	55 00
Culls.....	10 00@	15 00

POPLAR.

Nos. 1 and 2, 5-8.....	24 50@	25 50
Nos. 1 and 2, 4-4.....	28 00@	30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@	33 50
Culls.....	11 50@	12 50

SHINGLES.

Cypr., No. 1 h'rts, sawed, 6x20.....	6 50@	7 50
No. 1 saps, sawed, 6x20.....	4 75@	5 25
No. 1 hearts, shaved, 6x20.....	6 00@	7 00
No. 1 saps, shaved, 6x20.....	5 00@	—

LATHS.

White pine.....	2 50@	2 75
Spruce.....	2 10@	2 20
Cypress.....	2 10@	2 20

Charleston.

[From our own Correspondent.]

Charleston, S. C., October 12.

The volume of business in the local lumber market has not shown much expansion during the past week. There is, however, a number of inquiries coming to hand from various sources which is likely to result in considerable business in the near future. In the manufacture of lumber and other wood products, mills at all points adjacent to the city are busy, and in shingles and cross-ties there is a good demand at fair prices. The mills at Georgetown are running at their full capacity, while orders are coming in regularly. Among the shipments during the past week the barkentine Carrie L. Taylor cleared for Boston with 360,000 feet of lumber. The total shipments of lumber from this port since September 1 amount to 3,940,759 feet, of which 2,622,455 feet went to New York and 1,318,304 feet to Boston. Of foreign shipments, 85,000 feet went to the West Indies. For the corresponding period in 1895 the total shipments were 8,531,067 feet. Prices for all desirable grades of lumber continue steady, and for common stock values are easier. There is a fair local demand from builders and for city improvements, and considerable material is going into consumption from these and other sources. The market closed steady on Saturday, with a better demand reported for certain grades. Prices are quoted as follows: Merchantable, \$14 to \$16 for city-sawn, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a good demand for shingles, with a fair supply and stocks not excessive at \$5 to \$7 per thousand. Yellow-pine lumber freights are firm, but not active, as desirable tonnage is scarce. Rates to New York are \$4.38 to \$4.50; ties, 14 to 14 1/2 cents; dry lumber to Providence, \$4.50. A schooner, 555 tons, was taken last week in New York to load here for that port on private terms, coal out at 65 cents.

Savannah.

[From our own Correspondent.]

Savannah, Ga., October 12.

The lumber and timber market at this port has been fairly active during the past week, but the volume of business does not expand as it should. The demand is only moderate, and prices are decidedly steady, with an ample supply at all the mills. The Georgia Lumber Co. has now adopted the barge system for carrying lumber to Northern ports, and the company will hereafter keep one barge loading continually, while tugs will be kept in service for towing. Manufacturers are not increasing their output at the mills in this section, and are regulating stocks merely to supply the demand. Mills at all adjacent points have orders to keep them busy, but there is no pressure at any particular point. The hurricane of the 29th of September which passed over this section has very much disturbed the lumber industry in the extreme southern section of the State. Thousands of acres of timber was levelled by the storm, and the turpentine interests in certain sections ruined. The market closed steady on Saturday last at the following figures for lumber: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; ship-stuff, \$16.50 to \$20; sawn ties, \$10. The shipments during the week have been light, and among the clearances the following vessels are reported: The Swedish bark Adelaide cleared for Santos, Brazil, with 323,376 feet of lumber by the Georgia Lumber Co.; schooner Chas. M. Patterson cleared and sailed for New

York with 19,405 cross-ties, measuring 624,284 superficial feet, by John A. Calhoun; steamship Wm. Lawrence for Baltimore with 71,507 feet of lumber, and the steamer Gate City for Boston with 17,982 feet. The schooner Hattie C. Luce arrived last week from Port Royal, and is chartered to load lumber for New York. Freight rates on lumber and timber are firm and a shade higher, on account of the scarcity of tonnage. The rates from this and nearby ports of Georgia are quoted \$4.25 to \$5.50 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, 15 cents. Timber rates are 50 cents to \$1 higher than lumber rates. To the West Indies and Windward rates are nominal; to Rosario, \$12 to \$13; Buenos Ayres and Montevideo, \$10 to \$11, and Rio Janeiro, \$14. A schooner, 428 tons, was chartered last week to load lumber at Brunswick for Philadelphia at \$4.25. Steamer rates to New York and Philadelphia are quoted \$7, to Boston \$8 and Baltimore \$5.

Mobile.

[From our own Correspondent.]

Mobile, Ala., October 12.

The general business of this port has shown a remarkable increase during the present year over that of 1895, and for this period of the season there is a decided activity everywhere present. On last Tuesday there were six steamships in port, and two of these will load with grain. Of the lumber and timber industry the outlook is very promising, and the opinions of prominent lumbermen and timbermen are to the effect that business will show a marked improvement in the next thirty days. The total shipments of lumber alone since September 1 amount to 8,564,881 feet, against 2,591,501 feet for the same period last year. Shipments of sawn timber aggregate 256,461 cubic feet since September 1, against 160,117 cubic feet last year. The advices from Great Britain and the Continent in regard to timber are favorable, showing an advance in freights, which will have its effect upon delivered cargoes of pitch pine in those markets. Sawn timber here, when placed upon the market, will bring 11 1/2 cents per cubic foot, 40-foot basis, and contracting at 11 1/2 cents flat. Hewn timber is scarce and in good demand at 11 1/2 to 12 cents on basis of 100 cubic feet, average B1 good, and contracting at 12-cent basis. There is no demand for hewn oak or poplar. In sawn timber cypress is in fair demand at 5 to 8 cents per cubic foot, according to the average. Cedar is dull at 20 to 30 cents, according to quality and size. There is a fair demand for pine saw logs at \$5 to \$7 per thousand delivered at mill. The demand for lumber is good from South and Central America and also from Mexico. Among the clearances reported during the past week were the following vessels: Bark Buteshire for Montevideo with 668,594 feet of lumber, and bark Doore for the same port with 672,162 feet. The steamer Salamanca cleared for Progreso, Mexico, with 20,000 feet of lumber. The ship Parthenia cleared for Swansea, Wales, with 2664 cubic feet of hewn oak timber, 1549 cubic feet of hewn whitewood, 899,760 superficial feet of sawn pitch-pine timber and 26,580 superficial feet of deals; steamship Senior for Jacmel, Hayti, with 375,000 feet of lumber and 40,000 shingles, and the schooner Alice McDonald for Tampico, Mexico, with 893 pieces of creosoted piling and 129,788 feet of creosoted lumber. Among the charters reported are the following: A Danish bark, 478 tons, from Mobile to Buenos Ayres with lumber at \$11.75 net, to Rosario \$12.75, and an Italian ship,

963 tons, from Mobile to Buenos Ayres with lumber at \$13, \$2 form.

Pensacola.

[From our own Correspondent.]

Pensacola, Fla., October 12.

This port is steadily maintaining its position as one of the most prominent timber and lumber ports of the South, and has all the natural advantages of becoming a great commercial city. The increase in hewn timber and lumber exports has been regular, and the many harbor improvements now in course of construction will still further enhance the value of her shipping facilities. The timber trade at the moment is rather quiet, but there are many encouraging features surrounding the general market. The advices from Great Britain and the Continent are very encouraging, and prices for pitch pine are firm at an advance on account of the scarcity of desirable tonnage. The Timber Trade Journal of September 26 notes an additional advance, both in sail and steam rates, and says: "Pitch pine has advanced considerably. It is no longer possible to obtain suitable craft at the old rate of 95/. As much as 102/ has recently been done, and prices are tending toward 5/ more." The demand for lumber is very fair, and the Central and South American markets are large buyers. There is considerable trade at present with Mexico and ports in Great Britain and the Continent. Among the shipments during the past week the following vessels are reported: Steamship Capenor for Rotterdam with 188,580 cubic feet of sawn timber and 1,423,000 superficial feet of lumber; bark Carilea cleared for Messina with 1832 cubic feet of hewn timber, 244,000 superficial feet of sawn timber and 218,000 feet of lumber; schooner Samuel E. Egerton for Belize with 53,000 feet of lumber; schooner A. B. Sherman for Washington, D. C., with 316,000 feet of lumber and 600,000 cypress shingles, and bark Thora for Rosario with 437,000 feet of lumber. Among the new lumber companies recently organized, the Monroe Lumber Co. has applied for a charter, incorporating that company to do business at Point Washington. The incorporators are W. A. Monroe and R. P. Reese, of Pensacola, and William Anderson, of Whitfield, Fla. Freight rates on lumber and timber are very firm, and rates to the United Kingdom or Continent for timber are 95/ to 100/, according to size. Lumber to River Plate is quoted \$14, \$2 form, and to Rio Janeiro \$15, \$2 form. The last charter reported was a schooner, hence to Washington, D. C., at \$5.50.

Beaumont.

Beaumont, Texas, October 10.

There has been a slight improvement in the interior lumber trade reported from several points, with also slight falling off in demand at a few mills, so that on the whole no important change is recognized.

The mills at this point are all running, though at some of the nearby places the saws are idle. Very few new orders are reported booked the past week, though brokers have offered several large bills for bids. The mills at this place have enough to keep their saws busy for the balance of this year, and with present prices there does not seem to be much inclination to bid on new contracts.

The Beaumont Lumber Co. has loaded two large barges and made several big rafts of squared timber to be exported from Sabine Pass on vessels loading there this week.

The Consolidated Export Co. is now loading about 1,500,000 feet of lumber of "prime" and square timber aboard the

steamship Westmeath for W. S. Keyser & Co. The Westmeath will run from here to Ship Island for the balance of her cargo, and will then sail for Antwerp, London and Hamburg, at which ports she will discharge. The Westmeath, being one of the largest vessels afloat, is attracting much attention in the harbor of Sabine Pass.

S. F. Carter's plan of curtailing stocks by a general closing down of all the mills until better prices reign is receiving much comment, but no immediate action is likely to be taken. Lumbermen generally agree that something should be done to improve conditions, but all interested in the export trade would be unwilling to entertain such a course.

By order of the court, the Tyler Car & Lumber Co., at Michelli, has been placed in the hands of a receiver. The company has been doing a very large business and has been handling the cut of several other mills. The immediate cause of the failure was the non-payment of \$39,000 to the Parmour Investment Co. Mr. J. Carter, who has been acting superintendent for several years, has been appointed receiver. No statement of the assets and liabilities has yet been rendered.

A fire last Thursday destroyed the dry-kiln at Olive, of Olive, Sternberg & Co., and also burned several hundred feet of lumber in the kiln at the time of the fire.

The Reliance Lumber Co. has been shipping about twenty carloads a day on the 16,000,000-foot order for the Sierra Madre road. The same firm has also chartered the Nettie Shipman to carry about 350,000 feet to Jamaica.

Business on the Gulf, Beaumont & Kansas City Railroad has been increasing very rapidly lately. Considerable cotton is now being hauled over that line and shipped to Galveston, and the road expects a good volume of business from now on.

The Gulf & Interstate Railroad has been trying for some time past to get proper terminal facilities in Beaumont, but has not as yet succeeded. Proceedings were begun this week to condemn a right of way, which would give good connection with the Gulf, Beaumont & Kansas City Railroad and would also connect it with several of the mills here. Such a connection would be of great benefit to this place, as thereby we would have easy access to deep water at Galveston. The entire right of way is now cut on the Texarkana & Fort Smith Railroad, and work is being rapidly pushed on the line. As the road runs through some good timber, it is probable that before long several mills will be built along the line.

S. F. Carter, of the Emporia Lumber Co., was in the city this week, and reports that their new mill will be in running order in about thirty days.

The new mill at Call Station began work last Tuesday.

W. F. FARRAND.

St. Louis.

[From our own Correspondent.]

St. Louis, Mo., October 12,

The outlook here has changed very little so far this month, and the volume of business throughout the general lumber market has been very light. There is, however, a little more doing at the moment, a number of country buyers attending the fall festivities having purchased considerable lumber. All agree that very little business will offer for another four weeks, and in the meantime a quiet market will be the rule. In yellow-pine trade is fairly active, although much less in volume than at the same period last year. A number of inquiries are coming to hand, and as stocks are very light, orders for material may be sent in shortly. It is evident,

however, that there will be a good trade done after the election. Prices at the moment are easy, with a slight downward tendency, and at present values a number of good sales were reported last week. In white pine the business is light, while country dealers are not ordering as freely as at the same date last year. The demand from builders is light, and little or no business from this source is expected, as the building season will in a few weeks be closed. In the hardwood line business is dull, with a slow demand, and surrounded by the same conditions as other lines. A number of manufacturing plants which buy largely of hardwoods are shut down or working on short time, so that business has been much reduced in consequence. The local demand is fair, and a number of orders were received last week, but mostly for small amounts. Oak seems to have the call, and has moved more freely during the past week. There is a good demand for quartered white oak and dry dimension stock, as well as for plain oak, while prices are in the main steady. Receipts of cottonwood have been very heavy recently, but much of the stock has been sold to arrive. There is a fair demand, with prices unchanged. The demand for poplar is mostly for squares of large size and for box boards, and trade has been of considerable volume recently. Stocks of poplar are said to be in better shape than at any other time this year. There is very little doing in ash, thick stock only being in demand. The movement in walnut is dull, with a light export demand, and prices not materially changed. Receipts of lumber for the week ending the 7th inst. aggregated 937 cars by rail and 376,000 feet from the lower rivers, compared with 1139 cars and 20,000 feet during the corresponding period last year. The shipments were 472 cars, against 772 cars a year ago.

Lumber Notes.

The dry-kiln of Olive, Sternberg & Co., at Olive, Texas, together with several hundred thousand feet of lumber, was destroyed by fire on the 8th inst.

The planing mill of the Wagar Lumber Co., at Wagar, Ala., was totally destroyed by fire on the 4th inst. It was insured for \$7000 in an agency in Mobile.

It is stated that Messrs. Evans & Moxon, contractors for building the cotton mill at Yorkville, S. C., have about decided to erect a big planing mill at that place.

The Standard Handle Factory, of Knoxville, Tenn., after having been closed two days during the past week for repairs, is now operating with a full force of hands.

A charter was granted to the J. D. Burr Lumber Co., of Ennis, Texas, last week. The capital stock is \$25,000. The incorporators are J. D. Burr, H. W. Burr and J. D. Wingate.

The Reliance Lumber Co., of Beaumont, Texas, is shipping about twenty carloads per day on the 16,000,000 feet of lumber order taken some time ago for the Sierra Madre Railroad.

The Norwegian steamer Tordenskjold arrived at New Orleans last week from Brewers Lagoon, Spanish Honduras, with a part cargo of mahogany logs for account of the Otis Manufacturing Co.

It is stated that in the path of the late hurricane which passed through Florida, 3,200,000 acres of lumber are ruined completely. The monetary loss to Florida represented by timber will reach \$1,500,000.

Extensive improvements are being made at the Craig sash, door and blind factory at Knoxville. The plant is pro-

pelled by water, and a new dam is being put in and improvements on the wheel and other machinery is being made.

The shipments of lumber from Petersburg, Va., from January 1, 1896, to September 30 amounted to 1,573,426 feet from city wharves and 5,702,806 feet from private wharves, making a total of 7,276,232 feet, against 7,522,325 feet last year.

Messrs. W. A. Monroe and R. P. Reese, of Pensacola, and William Anderson, of Whitfield, Fla., have applied for a charter incorporating the Monroe Lumber Co., to do business at Point Washington. The capital stock is placed at \$15,000.

The exports of timber from all ports in the United States for the month of August, 1896, were valued at \$745,818, and of lumber at \$1,985,701. For the corresponding month in 1895 the exports of timber in value were \$526,124, and of lumber \$1,342,894.

T. J. Hamill, of Toronto, Canada, and G. B. Merritt, H. Field, William Brophy and Hugh Friel, of Chatham, Canada, passed through Chattanooga, Tenn., last week en route to Albany, Ga. They go to Albany for the purpose of locating and organizing the Albany Lumber Co.

The receipts of lumber at the port of New Orleans for the week ending October 10 amounted to 1,684,000 feet, and for the season 13,771,000 feet, against 18,658,000 last year. Receipts of shingles 150,000, laths 150,000, oak staves 116,200 and cypress staves 2000.

The saw mill of the Foshee Lumber Co. at Hanmac, twelve miles west of Brewton, Ala., was destroyed by fire on the 3d inst., supposed to have been the work of an incendiary. The loss is estimated at \$15,000, with \$3000 insurance. There is a report current that the company will rebuild.

The Emporia Lumber Co., of Houston, Texas, has its new mill well under way, and, it is stated, could be ready to operate in thirty days. Owing, however, to a quiet market, the company is not rushing the construction of its new property. Mr. S. F. Carter, of Houston, is president of the company.

A charter was granted last week to the Lookout Planing Mill Co., of Chattanooga. The incorporators are F. F. Wiehl, George Gardenshire, Q. G. Montague, Harry Probasco and W. P. McBroom. The plant of the former company was destroyed by fire several months ago, and it is now being rebuilt.

The Ship Island Lumber Co.'s mill, which is located near McHenry, Miss., on the Gulf & Ship Island Railroad, has been completed, and is now cutting daily some of the finest timber for export. Its plant is well equipped, and has a capacity of 40,000 feet a day. It is stated that the company will erect on a model site a planing mill and dry-kiln.

The Tyler Car & Lumber Co., of Tyler, Texas, one of the largest lumber concerns in Texas, has been placed in the hands of a receiver. The liabilities are said to be in the neighborhood of \$250,000. The assets are estimated at from \$150,000 to \$200,000. Mr. J. J. Carter, president and superintendent of the company's plant at Mitchell, has been appointed receiver.

The steamship Westmeath, one of the largest tramp steamers afloat, reached Sabine Pass, Texas, last week and moored at the Consolidated Export Co.'s wharves. She commenced to load on the 7th inst., and will take as part cargo 1,500,000 feet, of which 800,000 feet is primes and 700,000 feet of square timber. From Sabine Pass the Westmeath will proceed to Pensacola for additional

cargo, and thence to Ship Island to complete her load, and depart for London, Antwerp and Hamburg.

The Litcher & Moore Lumber Co., of Orange, Texas, last week confirmed an order for 250,000 feet of lumber to go to Mexico, and have made figures on another bill of 240,000 feet for the same section. The Bancroft Lumber Co., of Orange, is working on an order for 500,000 feet of lumber for River Platte, South America, and has booked a supplemental order for 75,000 pickets for the same place. A bill of 5,000,000 feet of lumber for the Eastern markets is in the hands of the Orange mills for figures.

The Austro-American Stave & Lumber Co., at Shreveport, La., is now running almost at its full capacity. Four hundred carloads of staves will in the near future go out over the Houston, East & West Texas Railway to Galveston. The proprietor of the plant and head of the company, Mr. Fritz Krauss, of Vienna, Austria, has lately visited Shreveport, and left last week for Galveston, Texas, to arrange for a steamer to take a cargo out of that port. Mr. M. A. Ehrman is the general manager of the affairs of the company and a resident of Shreveport.

Messrs. Brooks Bros. & Co., of Toledo, in the bend of the St. Mary's river in Charleton county, Georgia, report the loss by the hurricane of the 29th ult. as very heavy in the section of country in which they are operating. This firm is extensively engaged in the logging, turpentine and crosstie industries. The loss to their turpentine business is estimated at over \$30,000. Their timber, consisting of 100,000 acres, was devastated, and can never again be operated for turpentine. A portion of the timber can be utilized in lumber and crossties.

The movement in the lumber market at Jacksonville, Fla., during the past week has resulted in better shipments, and the market is fairly active, with a good demand. Among the clearances during the week the following vessels are reported: Schooner Annie E. Stevens for Boston with 200,000 feet of pine and cypress lumber; schooner City of Philadelphia with 280,000 feet of lumber for the Parrott Lumber Co., of Philadelphia; schooner Mary A. Hall for New York with 12,000 feet of yellow-pine lumber. The Clyde Line steamers Seminole, Algonquin and Cherokee all cleared during the week for New York, taking out 850,000 feet of lumber, 4000 crossties, 3000 bundles and 250,000 shingles in bulk.

Charles F. Wilson, J. C. Foster and others have begun the publication of the Journal at St. Augustine, Fla. It is to be a morning paper, and if conducted on a proper basis will be a valuable addition to the papers now being issued in that State.

The United States & Japan Trading Co. was incorporated in Baltimore on Monday last for the purpose of manufacturing drug specialties and importing and dealing in foreign drug supplies, etc. The incorporators are Thomas C. Coleman, Frank E. Crew, Richard J. Hollingsworth, Harry M. Benzinger and Henry M. Graves. The capital stock is placed at \$5000.

The bureau of information of the National Association of Manufacturers has issued, for the benefit of all interested in this association, a handbook, which may be obtained at the bureau, No. 1751 North Fourth street. As readers of the Manufacturers' Record are well aware, the association has a membership throughout the United States, and is one of the most important industrial bodies in the country.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Anniston—Machine Shops.—The Oxford Lake Street Car Line, of Anniston, will, it is stated, begin the erection of machine shops in this city. H. G. Edwards, general manager of the company, can be addressed at Anniston.

Fayette—Saw Mill.—Hancock Brothers, of Tennessee, contemplate the erection of a saw mill in Fayette. I. M. Whitney, of Newtonville, Ala., can be addressed for information.

Huntsville—Improvement Company.—The Huntsville & Monte Sano Improvement Co. has been incorporated, with a capital stock of \$100,000, by Milton Humer, W. P. Newman, James R. Boyd and others. This company is reported as having purchased the property of the old Alabama Improvement Co., consisting of the Huntsville Hotel, Hotel Monte Sano, Huntsville Opera House, etc., and as to improve and operate same; also to deal in real estate, etc.

Mobile—Lumber Kilns.—The Sullivan Timber Co. is putting in two new lumber kilns in place of ones mentioned in last issue as burned.

ARKANSAS.

Little Rock—Electric-light Plant.—The Little Rock Tobacco Co. has been granted a petition providing for the erection of an electric-light plant.

Hot Springs—Ice Factory.—The City Ice Co., reported in last issue as organized, has purchased and will operate the ice factory at this place.

FLORIDA.

Brooksville—Tobacco Company.—The Herando County Tobacco Association has been organized, with S. S. Stringer, president; G. W. Ayers, vice-president, and F. B. Coogler, secretary.

Early Bird—Phosphate Mine.—The Anglo-Continental Guano Works, of Ocala, have, it is stated, purchased the Whitfield & Sanders phosphate mine.

Gracy—Saw Mill.—Gracy & McDonald are rebuilding their saw mill.*

Jacksonville—Standpipe.—It is proposed to

construct a standpipe on the site of the Subtropical Building. Chairman Dillon can be addressed for information.

Ocala—Phosphate Company.—The Florida Phosphate Mining Co. has been incorporated, with a capital stock of \$25,000, by Frank E. Wetherby, James V. Burke, Edwin W. Davis and others.

Olustee—Lumber Mill.—The Eppinger & Russell Co. informs the Manufacturers' Record that it will rebuild some time this fall its mill, lately destroyed by the storm.

Orlando—Foundry and Machine Works.—The South Florida Foundry & Machine Co. has, it is stated, purchased the plant for the manufacture of iron and brass bedsteads. E. F. Sperry is secretary and general manager of the company.

Tampa—Cigar Factory.—Creagh, Gudnecht & Co. have, it is stated, removed their cigar factory from West Tampa to Ybor City.

GEORGIA.

Albany—Lumber Company.—T. J. Hamill, of Toronto, Canada; G. B. Merritt, H. Field, William Brophy and Hugh Friel, of Chatham, Canada, will, it is stated, organize the Albany Lumber Co. to carry on a general lumber business.

Americus—Cotton Compresses.—The cotton compresses at this place are reported as being enlarged and improved by the addition of new machinery, etc. Address the American Cotton Compress Co.

Cartersville—Mining Company.—The Grady Mining Co. has been incorporated by L. S. Munford, T. R. Jones, G. H. Aubrey and others for the purpose of dealing in and developing mineral, timber lands, etc.

Columbus—Water Works.—An election will be held to consider an issue of bonds by the city for the construction of a new water-works system. Address the mayor.

Eastman—Cotton Mills.—A party of New England cotton-mill men are reported as investigating with a view to building cotton mills at Eastman.

Fitzgerald—Syrup Factory.—P. H. Fitzgerald and others propose the organization of \$15,000 stock company to erect a plant at Fitzgerald for the manufacture of a refined cane syrup to be placed on the Northern market.

Macon—Canning Factories.—It is reported that two canning factories will be started.

Macon—Cracker Factory.—A steam cracker factory will, it is stated, be located in this city.

Macon—Ice Factory.—An ice factory will, it is stated, be erected.

Savannah—Guano Factory.—The Savannah Guano Co. informs the Manufacturers' Record that it will rebuild at once its plant destroyed by the storm.

KENTUCKY.

Uniontown—Publishing.—The Leader Publishing Co., it is reported, has purchased the plant of the Sturgis Leader at Louisville, and will remove it to Uniontown and start the publication of weekly paper.

LOUISIANA.

Jeanerette—Planing Mill.—The Jeanerette Lumber & Shingle Co. will rebuild at once its planing mill lately burned.

New Orleans—Levee Work.—Barber & Ruple and V. Adema have received contract for the construction of the levees mentioned in last issue.

New Orleans—Power-house.—The General Electric Co., of New York, has obtained a permit to build a power-house to cost \$80,000.

New Orleans—Pants Factory.—A. Kory will rebuild at once his pants factory reported in last issue as burned.

MARYLAND.

Baltimore—Sewer Improvements.—The city council has passed an ordinance appropriating \$40,000 for sewer improvements. Address J. Fisher, city commissioner.

Baltimore—Trading Company.—The United States & Japan Trading Co. has been incorporated by Thomas E. Coleman, Frank E. Crew, Henry M. Graves and others, with a capital stock of \$5000, to manufacture drug specialties and do an importing business.

Baltimore—Bakery.—The Chesapeake Steam Bakery has been incorporated, with a capital stock of \$10,000, by Albert R. Hargrave, Thomas P. Rose and others.

Baltimore—Mining Company.—The Oak Hill Mining Co. has been incorporated, with a capital stock of \$100,000, by Josiah Law Blackwell, W. R. Molnard, A. T. Leftwich and others to do a general mining business.

Cumberland—Shoe Factory.—The Cecil Shoe Co. will, it is stated, increase the capacity of its shoe factory.

MISSISSIPPI.

Aberdeen—Cotton-oil Company.—The Aberdeen Cotton Oil Co. has been formed by E. W. Eckford, W. S. McMillan, J. W. Taylor and others, with \$50,000 capital. Address J. W. Taylor.

Columbus—Oil Mill.—Eastern capitalists will erect an oil mill in Columbus. For information address Lee J. Mittinger, at Macon, Miss.

Hattiesburg—Telephone Lines.—Contract will, it is stated, be let for the construction of a telephone line from Hattiesburg to Meridian, a distance of about 100 miles.

Lumberton—Planing Mill.—J. J. White will rebuild at once his planing mill reported in last issue as burned.

Macon—Cotton-oil Company.—R. W. Jones, H. W. Foote, C. B. Ames and others have formed a cottonseed-oil company, with \$100,000 capital.

Okolona—Water Works and Electric-light Plant.—The city will probably issue \$30,000 in bonds for the construction of the water works already noted; also the erection of an electric-light plant. Address the mayor.

West Point—Oil Mill.—The establishment of an oil mill is contemplated. Lee J. Mittinger, Macon, Miss., can be addressed.

MISSOURI.

Kansas City—Manufacturing.—The Pearson-Allendorp Manufacturing Co. has been incorporated, with a capital stock of \$30,000, by Richard I. Pearson, Charles Hunderford and Eugene W. Allendorp.

St. Louis—Electric-light Plant.—The board of public improvements is considering the erection of an arc or incandescent electric-light plant.

St. Louis—Shoe and Clothing Company.—The Fair Shoe & Clothing Co. has increased its capital stock from \$100,000 to \$200,000.

NORTH CAROLINA.

Dresden—Telephone Lines.—Telephone lines will be constructed from several North Carolina cities to some points in Virginia. Dr. J. O. Wilcox, president, can be addressed at Dresden.

SOUTH CAROLINA.

Arlington—Bridge.—A petition has been filed for the construction of a new bridge at this place. Address the town clerk.

Charleston—Mercantile.—The Bee Hive Mercantile Co. has been incorporated, with G. T. Brown, president, and J. R. Killan, secretary.

Cheraw—Knitting Mills.—A proposition has been made to two knitting-mill companies to remove to Cheraw. H. W. Finlayson will inform.

Laurens—Cotton Gin.—J. H. Kennedy will rebuild at once his cotton gin, mentioned in last issue as burned.*

Sumter—Ice Factory.—The organization of a \$7500 stock company for the erection of another ice factory is proposed.

Yorkville—Planing Mill.—Evans & Moxon, contractors, have, it is stated, decided to erect a planing mill in this city.

TENNESSEE.

Athens—Typewriter Factory.—The Fisher Typewriter Co., recently noted in these columns, has organized, with R. J. Fisher, president; E. Stackpole, vice-president, and Z. C. Patton, secretary. This company already operates a factory in this city, the capacity of which is reported as to be enlarged.

Chattanooga—Planing Mill.—F. F. Weihs, George Gardenhire, T. G. Montague and others have incorporated the Lookout Planing Mill Co., and will, it is stated, rebuild at once its mill recently burned.

Chattanooga—Paper and Fibre Mill.—The Johnson-French Fibre Co. has been incorporated by C. A. Johnson, M. L. French, F. A. Wilson and others for the manufacture of paper and fibre board.

Clarksville—Electric-light Plant.—The Clarksville Electric Street Railway Co. will,

it is stated, erect and operate an electric-light plant.

Knoxville—Brewery.—The East Tennessee Brewing & Malting Co. informs the Manufacturers' Record if McKinley is elected it will erect the 50-barrel-capacity brewery reported in last issue.

Knoxville—Piano Factory.—Soehn & Son, lately reported as having started the manufacture of pianos, will shortly erect a plant for same.

Knoxville—Sash, Door and Blind Factory.—T. M. Michaels is reported as improving his sash, door and blind factory to the extent of \$1200.

Knoxville—Mercantile Company.—It is stated that the Cullen-Newman Co. is to be reorganized to deal in chinaware, etc., at Knoxville.

Lebanon—Flour Mill.—The erection of a flour mill is contemplated. Address W. A. Stiles.*

Memphis—Spoke Factory.—Jacob Weis & Son, of Memphis, will rebuild their spoke factory at Dyersburg, Tenn.

Monroe County—Gold Mines.—H. H. Taylor, of Knoxville; the Cooper Brothers, James Curd and others will, it is stated, organize the Cooper Gold Mining Co. for the purpose of developing the Coco Creek gold region in Monroe county.

Riceville—Wagon Factory.—Boyd Bros. will, it is stated, establish a wagon factory.

TEXAS.

Austin—Lumber Company.—The J. D. Burr Lumber Co. has been incorporated by J. D. Burr, J. D. Wingate and others, with a capital stock of \$25,000, for the purpose of carrying on a general lumber business.

Berclair—Oil Mill.—Theodore Lutenbacher has, it is stated, purchased the Goliad Oil Mill.

Corsicana—Compress Company.—The Corsicana Shippers' Compress Co. has been incorporated, with a capital stock of \$30,000, for the purpose of constructing and operating a compress. Claude W. Jester, W. A. Polk, George T. Jester and others are among the incorporators.

Fort Worth—Jewelry Company.—J. M. Chapel, J. S. Cavanaugh and John W. Wray have incorporated the J. M. Chapel Co., with a capital stock of \$5000, for the manufacture of optical goods, jewelry, etc.

Kaufman—Electric-light Plant.—The Terrell Electric Light & Power Co., of Terrell, Texas, contemplates the erection of an electric-light plant at Kaufman.

Nacogdoches—Water Works.—The Nacogdoches Water Works Co., lately reported as incorporated, informs the Manufacturers' Record that it is now operating a system of water works which it will enlarge in the near future.

San Antonio—Mercantile.—The Price-Booker-Janin Co. has been incorporated, with a capital stock of \$20,000, by S. D. Price, Thomas F. Booker and C. C. Janin, to manufacture and deal in all kinds of commodities, grocers', druggists' and confectioners' sundries.

Sumner—Gold Mines.—A \$100,000 stock company has, it is stated, been organized for the purpose of developing a gold mine recently discovered near Sumner.

Terrell—Electric-light Plant.—The Terrell Electric Light & Power Co. informs the Manufacturers' Record that it will double the capacity of its plant, as reported in last issue; also as contemplating the erection of two more plants at other points.

VIRGINIA.

Bristol—Electric-light Plant.—C. C. Cochran has made application for a franchise to erect and operate an electric-light and power plant in the city.

Coeburn—Coke Ovens.—It is reported that a Pennsylvania syndicate has obtained an option on the coke-oven plant at Coeburn, and has paid \$10,000 in cash for the option. The Jones Coal & Coke Co., of Coeburn, is one of the parties which own plants in this locality.

Farmville—Tobacco Factory.—The erection of a large tobacco factory is talked of.

Norfolk—Telephone Lines.—The American Telephone & Telegraph Co. has made application to the city council for permission to erect long-distance telegraph and telephone lines in the city of Norfolk.

Norfolk—Furniture Factory.—Steele & Powell, of Newsoms, Va., have purchased

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and will put in operation the Port Norfolk furniture factory, as reported in last issue.

Petersburg—Iron Works.—The Petersburg Iron Works may, it is stated, enlarge its plant.

Pulaski City.—Smelting Works.—The Bertha Zinc Co. will, it is stated, construct smelting works at its mines in this city for the development of sulphuret of zinc, lately discovered on its property.

Richmond—Pump Works.—T. G. Sydnor is manager of the Sydnor Pump & Well Co., lately reported in these columns as incorporated.

Vesuvius—Plow Works.—The Vesuvius Plow Works, lately destroyed by the storm, will be rebuilt at once.*

Weyer's Cave—Flour Mill.—Shaver Bros. inform the Manufacturers' Record that they will rebuild at once their flour mill, reported in last issue as having been damaged by the storm.

WEST VIRGINIA.

Fairmont—Glass Factory.—Johns Bros. will rebuild at once their glass factory, reported elsewhere in this issue as burned; contract has been let for same.

Monongalia County—Oil Wells.—Ex-Governor A. B. Fleming, W. W. Arnett and C. E. Wells, of Fairmont, and I. C. White, of Morgantown, have, it is stated, sold to the South Penn Oil Co. a large tract of oil lands in Monongalia county, which it will develop.

Wheeling—Oil and Gas Company.—The Williams Oil & Gas Co. has been incorporated by John E. Claytor and others.

BURNED.

Armstrong, S. C.—The cotton gin and saw mill of Arthur Ewbank; loss about \$1500.

Brewton, Ga.—The plant of the Foshee Lumber Co., at Foshee, near Brewton.

Cumming, Ga.—The cotton gin, grist mill and saw mill of Erastus Vaughn.

Kaufman, Texas.—The cotton gin of John Reeves, in Kaufman county.

Murfreesboro, N. C.—The warehouses owned by E. F. Rice.

Murfreesboro, N. C.—St. Barnabas Episcopal Church.

Natchitoches, La.—The cotton gin of H. & R. Beer, near Natchitoches.

Olive, Texas.—The dry-kiln of Olive, Sten-
enberg & Co.

Opelika, Ala.—The union passenger depot. Address T. D. Kline, superintendent of railway company, Savannah, Ga.

Paulding, Miss.—The Jasper county jail.

Port Gibson, Miss.—The Odd-Fellows' Hall; loss about \$7000.

Rome, Ga.—The colored public school building; loss about \$10,000. Address the mayor.

Smithville, Texas.—The cotton gin of H. W. Cook.

Strasburg, Va.—The Southern Railroad engine-house. Address C. H. Hudson, chief engineer, 1300 Pennsylvania avenue, Washington, D. C.

Tallahassee, Fla.—The grist mill and cotton gin of John Horne.

Versailles, Ky.—Tobacco barn of J. B. Howard.

Wagar, Ala.—The planing mill of the Wagar Lumber Co.

Yadkinville, N. C.—The grist mill of R. C. Mills, near Yadkinville.

BUILDING NOTES.

Algiers, La.—Church.—The Methodist Episcopal congregation will, it is stated, erect a new church. Address the pastor.

Apopka, Fla.—School.—The city will issue bonds for the erection of a new schoolhouse, plans for which have, it is stated, been prepared. Address the mayor.

Atlanta, Ga.—Hospital.—Plans have been prepared by G. L. Norrman and contract let for the erection of the children's ward of the Grady Hospital. The building is to be of brick, 42x100 feet, and the work on same will be commenced at once.

Baltimore, Md.—Clubhouse.—The Green Spring Valley Hunt Club, John McHenry, president, will, it is stated, erect a new clubhouse. The new clubhouse will have all the latest improvements, and \$10,000 has already been subscribed towards the erection of same.

Baltimore, Md.—Clubhouses.—Richard J. Capron proposes, it is stated, to build two clubhouses.

Baltimore, Md.—Church, Hall, etc.—The site for the new church of Saints Philip and James has been purchased for \$17,166. It is

the intention of the parties interested to erect in connection with the church a handsome parsonage; also later on a large hall, plans for which are being prepared by John Stack, Jr. Rev. Joseph S. Gallen will be pastor.

Baltimore, Md.—Buildings.—Permits have been issued to the vestry of the Bishop Cummins Memorial Church for the erection of two brick and stone dwellings. Address the pastor.

Baltimore, Md.—Jail.—The city is considering the idea of erecting an additional jail building. Mayor Hooper can be addressed at the city hall.

Baltimore, Md.—Skating Rink.—The Washington Skating Rink Co., Stillson Hutchins, president, has, it is stated, leased from R. J. Capron the North Avenue Skating Rink, and will improve same at a cost of about \$20,000. Address at Washington, D. C.

Baltimore, Md.—Harry Bartlett has prepared plans and contract let to William G. Taylor for the erection of a stone boiler-house 43x36 feet and steam heat for the House of Refuge.

Baltimore, Md.—School.—An ordinance has been introduced in the city council asking for an appropriation of \$50,000 for the enlargement of the Eastern Female High School. Address Building Inspector Owens.

Baltimore, Md.—Vault.—A syndicate composed of Baltimore and New York parties has, it is stated, purchased 200 acres of land near Baltimore, and will convert same into a cemetery. These parties will also erect a \$50,000 receiving vault, plans for which have already been prepared.

Baltimore, Md.—Hotel.—Philadelphia (Pa.) parties are reported as to erect a \$100,000 hotel in Baltimore. Richard J. Capron can be addressed for information.

Barnesville, Ga.—Passenger Depot.—Plans and specifications have, it is stated, been prepared for the erection of a passenger depot. T. D. Kline, superintendent, Savannah, Ga., can be addressed.

Benton, Tenn.—Courthouse.—A \$7000 courthouse will, it is stated, be erected. Address the town clerk.

Birmingham, Ala.—Auditorium.—Mayor Van Hoose has, it is stated, formed a stock company for the erection of the auditorium already noted in these columns, and work on same has been commenced.

Brunswick, Ga.—Warehouse.—Glauber & Isaacs inform the Manufacturers' Record that they will rebuild their warehouse (reported in last issue as having been demolished by the storm) after the election of McKinley.

Charleston, S. C.—Hall.—The Knights of Pythias will build a hall to cost at least \$20,000. They want plans and specifications for a building three stories high, with stone front, and 36x120 feet. Address Wilson G. Harvey.

Charleston, S. C.—Fortifications.—Work has begun upon the fortifications for the defence of Charleston harbor, which will consist of masonry and other walls for the protection of ordnance. The United States engineering bureau, at Charleston, may be addressed for further information.

Chattanooga, Tenn.—Armory.—The National Guard is considering the erection of an armory. For information address Major J. P. Fyffe.

Chattanooga, Tenn.—Fire Quarters.—Architect Breeding has prepared plans and contract let to H. M. Johnson at \$1490 for the erection of the new quarters.

Chester, S. C.—Hotel.—W. M. Nicholson has, it is stated, purchased site and will begin the erection of a hotel.

Decatur, Ga.—Courthouse.—The commissioners of De Kalb county propose erecting a courthouse to cost \$40,000. This was lately mentioned under Decatur, Ala.

Ducktown, Tenn.—Building.—A \$2000 building will, it is stated, be erected for justices' courts. Address the county clerk.

Fountain Inn, S. C.—Church.—Jno. B. Jones has, it is stated, received contract for the erection of the new Baptist church at this place. Address the pastor.

Galveston, Texas.—Fortifications.—It is stated that work will soon begin upon a series of fortifications to be erected on the Galveston harbor by the government. Major A. M. Miller may be addressed at Galveston.

Galveston, Texas.—Hall.—Plans and specifications have been prepared by C. V. Bulger for the proposed University Hall building.

Galveston, Texas.—Monument.—Competition has been opened for a design for a \$50,000 monument to be erected. The mayor can be addressed for information.

Galveston, Texas.—Fountains.—Contract has been awarded to J. Massey Rhind to

erect seventeen water fountains at a cost of \$30,000.

Hagerstown, Md.—School.—George C. Pearson recommends the erection at once of a new schoolhouse in Hagerstown.

Harrisonburg, Va.—Courthouse.—Work will, it is stated, shortly commence on the erection of a \$100,000 courthouse. Address the mayor.

Kosciusko, Miss.—Courthouse.—The contract for the courthouse, already noted, has been let to Lindamood & Puckett, of Kosciusko, at \$16,495.

Lebanon, Tenn.—Bank Building.—The Bank of Lebanon building, reported in last issue as burned, will be rebuilt.

Louisville, Ky.—Y. M. C. A. Hall.—The report in last issue of the Young Men's Christian Association having purchased new building, and to enlarge same by the erection of an auditorium, gymnasium, etc., at a cost of \$50,000, has been confirmed by the secretary, W. M. Danner.

Louisville, Ky.—School.—D. X. Murphy & Bro. have prepared plans for a school building for St. Martin's Church, to be three stories high, 69x119 feet, and to cost \$26,000.

Macon, Ga.—Courthouse.—The Macon Sash, Door & Lumber Co. will probably receive contract at \$5000 for the improvement of the United States courthouse.

Manchester, Va.—City Hall.—The city hall, reported in last issue as to be remodeled, will be replaced by a new three-story building, at a cost of \$6000. Walter R. Higam, of Richmond, has prepared plans for same. Address the mayor.

Maryville, Tenn.—Hotel.—G. L. Coy has, it is stated, leased the Jackson House and will improve it.

Montevallo, Ala.—School.—Contract has been let to Z. H. Clark & Son, of Talladega, at \$13,980 for the erection of an addition to the Girls' Industrial School, recently reported.

Morgantown, W. Va.—University.—The West Virginia University contemplates the erection of an addition to its building at a cost of \$45,000; also to make other needed improvements. Address the board of trustees.

New Orleans, La.—Power-house.—The New Orleans Traction Co. is investigating with a view of erecting a power-house. J. B. Murray is president of the company.

New Orleans, La.—Dormitory.—Permit has been granted to the Soldiers' Home for the erection of a dormitory.

Opelika, Ala.—Courthouse.—Work has been commenced on the erection of the new courthouse. Address the town clerk.

Portsmouth, Va.—Building.—A. H. Lindsay will, it is stated, erect a three-story building.

Richmond, Va.—Jail.—The erection of a new jail is talked of. Address the mayor.

Richmond, Va.—Y. M. C. A. Building.—Work has been commenced on the repairing of the Y. M. C. A. building, lately damaged by the storm.

Richmond, Va.—Hospital.—Work has, it is stated, been commenced on the new building for the Virginia Home for Incurables. Address board of managers.

Richmond, Va.—Building.—The Knights of Pythias will, it is stated, erect a new building.

Roanoke, Va.—Station-house.—The city council has, it is stated, purchased site and will erect a two-story brick station-house. Address the mayor.

Shreveport, La.—Depot.—The Kansas City, Pittsburg & Gulf Company has determined to erect not only a passenger depot, but several sheds and terminal buildings in Shreveport. W. A. Williams, of Texarkana, Texas, is general manager of the company.

St. Charles, Mo.—Courthouse.—J. B. Legg, of St. Louis, has, it is stated, prepared plans for the erection of a \$65,000 courthouse for St. Charles county. Address the county clerk.

St. Louis, Mo.—Permits have been issued to B. Schaeffer for two three-story flats to cost \$6500; Paul Kempt, two-story flat to cost \$4500; Levy Stern, two-story dwelling to cost \$6000; Culp Bros., two-story flat to cost \$6000; August H. Gaertner, two-story dwelling to cost \$6000.

St. Louis, Mo.—Building.—Rudolph J. Blumenthal, of Chicago, Ill., is investigating with a view of erecting a ten-story building in St. Louis to be used as cafe, etc.

Washington, D. C.—Building.—A. B. Morgan has prepared plans for the erection of a four-story building 50x95 feet.

Washington, D. C.—Hall.—A syndicate has, it is stated, purchased site and will begin at once the erection of a large hall. The building will be four stories, 50x90 feet, and will

be of brick and steel. A. B. Morgan has prepared plans for same.

Washington, D. C.—Dwelling.—W. J. Marsh has prepared plans for the erection of a dwelling by Dr. F. A. Gardner, to be four stories high and 24x86 feet.

Washington, D. C.—Building.—The Inter-ocean Building on Ninth street will, it is stated, be improved.

West Palm Beach, Fla.—Hotel.—Arthur C. Jackson is reported as preparing for the erection of a hotel.

RAILROAD CONSTRUCTION.

Steam Railways.

Aberdeen, Miss.—W. C. Fitzgerald has been elected president and general manager of the Aberdeen & Tennessee River Railroad Co. It is stated that work is to begin on this line about November 15, and that it will be completed to the Tennessee river within the next year.

Atlanta, Ga.—The United States Construction Co. has been formed, with a capital of \$250,000, to build the proposed road between Chattanooga, Tenn., and Augusta, to be termed the Tennessee, Georgia & Atlantic. The company includes ex-Governor A. B. Cornell, of New York; Francis M. Ferguson, H. A. Blake, of the banking firm of Blake Brothers, of New York; Judge Henry E. Knox, E. C. Machen, W. S. Witham, of Atlanta, and D. H. Livermore, W. C. Halle and E. A. Richards, also of Atlanta. Mr. Machen is a well-known railroad builder, and was formerly associated with the Chesapeake & Western line.

Bel Air, Md.—Pres. W. F. Walworth, of the York Southern Railway Co., advises the Manufacturers' Record that the extension of this line to a connection with the Philadelphia, Wilmington & Baltimore road may be made next year. Mr. Walworth's address is Cleveland, Ohio.

Blacksburg, S. C.—Surveys have been completed for the road proposed between Blacksburg and Gaffney, a distance of about ten miles. This road, if built, will probably be constructed by the Ohio River & Charleston Company, of which A. Trippe, at Blacksburg, is superintendent.

Donaldsonville, La.—The La Fourche & Mississippi Railway has been completed from a point on the Texas & Pacific system near Donaldsonville to the plantation of E. & J. Kock, a distance of five miles. It is expected to complete the line to Napoleonville, La.

Paris, Texas.—The extension of the Texas Midland Railroad to Paris has practically been completed, and trains will be regularly operated over it within a few days.

Spartanburg, S. C.—The railroad line proposed from Spartanburg Junction to cotton mills in the vicinity would be about four and one-half miles in all. It is now being surveyed by engineers in the interest of the Southern Railway Co. C. H. Hudson, 1300 Pennsylvania avenue, Washington, D. C., is chief engineer.

Electric Railways.

Austin, Texas.—It is reported that the Austin Railway Co. may extend its road into the suburbs. F. D. Rushing, of Austin, is general manager.

Columbia, S. C.—The Columbia Electric Railway Co. has decided to further extend its line in the suburbs. Address J. Q. Marshall, general manager.

Spartanburg, S. C.—A correspondent of the Manufacturers' Record writes that the electric road projected from Spartanburg to Glendale is ready for rails and ties. It is about twelve miles in length. It is understood that bonds may be sold to complete this road soon after election. George O. Tenney is the principal promoter of the enterprise.

St. Louis, Mo.—The Southern Electric Railway Co. is considering the idea of constructing a line in the northern suburbs. The general manager may be addressed.

Lovers of marine life, as well as users of water craft for business purposes, will find entertaining reading in a catalogue just issued by the Gas Engine & Power Co., Morris Heights, on the Harlem river, New York city. It is devoted to the electric and naphtha pleasure and work boats built by this concern. Some attractive examples of launches are shown, and the speed results attained are remarkable. The efficiency of naphtha engines is well known. A list of the owners of such craft shows their wide popularity. Specifications are given for launches of various sizes, and illustrations show several fast boats of this class. The catalogue contains seventy pages, and gives much practical information.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Boiler.—J. C. Steele & Son, Statesville, N. C., want a thirty horse-power boiler. They want prices quoted.

Boiler.—A. A. La Heist, Box 72, Cloverport, Ky., is in the market for a good second-hand or new boiler, ten to twelve horse-power.

Brass and Bronze Castings, etc.—Charles Jackson, care of City Water & Electric Co., Austin, Texas, wants prices, catalogues, etc., on unfinished brass goods for rebuilding gas and electric fixtures; also unfinished brass and bronze casting for door-plates, push buttons and gongs.

Brass-finishing Machinery.—The American Brass & Manufacturing Co., of St. Louis, Mo., is in the market for a complete outfit of brass-finishing machinery.

Brick-yard Supplies.—The Buena Vista (Va.) Fire Clay & Roofing Co. is in the market for brick-yard supplies, belting, tools, etc.

Building Supplies.—The Buena Vista (Va.) Fire Clay & Roofing Co. wants some plaster paris, "King's Diamond" brand.

Cans or Tanks.—K 639, Sun Office, Baltimore, Md., wants prices, etc., on several large cans or tanks, about 150 to 250 gallons capacity, suitable for oils.

Condenser.—J. H. Kennedy, Laurens, S. C., wants a gin condenser.

Cutting Box.—Bowley Brothers, Berwin Heights, Md., want a fodder-cutting box which will cut lengths of four feet.

Electric Motor.—T 621, Sun Office, Baltimore, Md., wants a five horse-power electric motor.

Electrical Machinery.—Chas. E. Woodruff, receiver Rome Electric Light Co., Rome, Ga., wants catalogues, prices, etc., on new armature for 30-kilowatt compound-wound Edison dynamo, one or two armatures to rewind (same size); will also want supplies such as wire, lamps, lamp sockets and general incandescent fittings; may also want a few arc lamps.

Engine.—W. E. Whitehead, Carrollton, Ga., will be in the market for a ten horse-power engine.

Engine.—R. R. Rosbrough, Ridgeway, S. C., will buy a new or good second-hand fifteen horse-power engine, to be on wheels. Quote prices delivered and terms of payment.

Engine.—Britton & Johnson, Spout Springs, N. C., wants prices, etc., on second-hand ten horse-power engine to run lathe machine.

Engine and Boiler.—W. S. P. Doty, Grenada, Miss., is in the market for an engine and boiler of twenty-five to fifty horse-power.

Feeder.—J. H. Kennedy, Laurens, S. C., wants cotton-gin feeder.

Fire Hose.—The fire department will probably be in the market for 2500 feet of fire hose. Address chief of fire department, New Orleans, La.

Flour-mill Machinery.—W. A. Stiles, Lebanon, Tenn., will probably want prices, etc., on flour-mill machinery.

Foundry Apparatus, etc.—The American Brass & Manufacturing Co., of St. Louis, Mo., is in the market for a complete equipment for a foundry; also supplies, etc.

Foundry Supplies.—The Vesuvius Plow Works, Vesuvius, Va., will purchase molding sand, molders' tools and foundry supplies.

Heater, etc.—John T. Bauer, chairman board of revenue and road commissioners, Mobile, Ala., will receive bids to furnish Mobile county jail with a new heater; also for water-tight pit for heater.

Hydrants, Piping, etc.—K. O. Varn, Fort Menden, Fla., wants prices, etc., on 176 hydrants, 6600 feet of three-inch pipe, 26,400 feet of one-inch and 1000 feet of six-inch pipe, both galvanized and black.

Laundry Machinery.—Vaughan & Adams, Adamsburg, S. C., desire to correspond with manufacturers of laundry machinery.

Planer and Molder.—W. E. Whitehead, Carrollton, Ga., wishes prices on a small combination planer and molder.

Planing Machine.—R. R. Rosbrough, Ridgeway, S. C., will buy a planing machine to work 3x10 lumber and finishing flooring and patent siding. State price delivered and terms of payment.

Press.—J. H. Kennedy, Laurens, S. C., wants cotton press.

Pulley.—Gracy & McDonald, Gracy, Fla., are in the market for a 14-inch pulley to fit a six-inch shaft.

Rip Saw and Table.—R. R. Rosbrough, Ridgeway, S. C., wants a rip saw and table. State terms of payment; also lowest price delivered at Ridgeway.

Rubber-stamp Machinery.—J. E. Denman, Nicholasville, Ky., wants catalogues and prices on rubber-stamp machinery.

Saw-mill Machinery.—A. M. Patrick is in the market for machinery for a saw mill to cut 10,000 feet daily. He may be addressed at Milton, Fla.

Shaper, etc.—W. E. Whitehead, Carrollton, Ga., will be in the market for a small shaper; also a cut-off and resaw.

Shingle Machine.—Gracy & McDonald, Gracy, Fla., will buy a second-hand shingle machine.

Steam and Electrical Pumping Machinery.—William Harrison, Mathis, Texas, wants prices, catalogues, etc., on steam and electrical pumping machinery.

Telephone Material.—Dr. J. O. Wilcox, Elkin, N. C., is in the market for telephones and telephone-line material.

Telephone Material.—W. E. Whitehead, Carrollton, Ga., wants prices on telephones, wire, insulators, etc.

Tubes and Rods.—Charles Jackson, care of City Water & Electric Co., Austin, Texas, wants prices, catalogues, etc., on hard rubber sheet and vulcanized tubes and rods.

Water-wheel Cleaners.—Shaver Brothers, Weyer's Cave, Va., want water-wheel cleaners.

Clantin Phippen, Kershaw, S. C., wishes to correspond with makers of artesian-well machinery.

Dahl Bros., Copenhagen, Denmark, want prices on black and galvanized iron pipe in sizes of one-eighth to four inches inside diameter. They buy from 1000 to 1500 tons annually.

George F. Gephart, Cumberland, Md., wants prices and catalogues on brick and clay machinery.

James Hartley, 214 South Castle street, Baltimore, Md., desires to correspond with manufacturers of or dealers in illuminating paints.

TRADE NOTES.

The Davis & Egan Machine Tool Co., of Cincinnati, Ohio, reports a general improvement in trade during the past ten days. It has received quite a number of good orders from various parts of the United States, and foreign business continues good. Inquiries are plentiful, and it anticipates a brisk trade immediately after the election.

Mr. Thomas G. Sydnor has associated himself with the Sydnor Pump & Well Co., of Richmond, Va., as general manager. He is well known in connection with the firm of Sydnor & Shepard, with whom he was formerly the head, and has an extended experience which will be very valuable to the concern with which he is now connected.

The finest courthouse in Virginia will, it is said, be the Rockingham county courthouse, now being built at Harrisonburg, Va., at a cost of \$100,000. It is to be heated and ventilated by the Peck-Hammond Co., of Cincinnati, Ohio, whose system of warm-air heating was decided upon by the commissioners after personal investigation of other systems of heating.

The Ball Engine Co., Erie, Pa., the well-known builder of automatic engines for electric purposes, has recently shipped several engines to Mexico and one 200 horse-power to Russia. It has an order at the present time for one 400 horse-power vertical cross compound condensing engine, direct connected to Siemens-Halske Electric Co. generator, to be used for electric power in a large steel works at Mariopol, Russia.

Five years' experience in the manufacture of the Ruger gas and gasoline engines have brought them to a high standard of perfection. The J. W. Ruger Manufacturing Co., Buffalo, N. Y., builder of this engine, is now turning out from four to five each week, ranging from fifteen to thirty-five horse-power. An addition is being made to the

company's plant, and its force is working overtime to keep up with the demand.

This has been a busy season for the Brightman Furnace Co., Cleveland, Ohio. It has just closed the following Cleveland contracts: Cleveland City Water Works, four large stokers and conveyor for removing ashes; Landesman New Power Block, two; Case School of Applied Science, one (fourth order); City Machine Co., one; F. D. Cummer & Son Co., two special stokers for its drying apparatus. This concern is now building two stokers for foreign shipment, one for England and one for Paris, France.

Business colleges fill an important want in commercial life. The advantages to a young man of such a course hardly need explanation. Equipped for the severe demands of a business career, the graduate of such an institution is well fitted for a business career. We note that the Eaton & Burnett Business College, of Baltimore, has passed into the control of a stock company, composed of members of the faculty. The success of this college and the extent of its facilities should become greater than ever under the new condition of affairs.

It is just as important to produce an honest standard in products as to demand an honest measure of value for such products. Such an idea is suggested by a card sent out by Houston, Stanwood & Gamble, Cincinnati, Ohio, who seek both. That this firm has attained an honest, and by that is meant a superior, standard in its products is shown by the high reputation of its steam engines and the confidence of its patrons. It is therefore perfectly consistent that a firm practicing such principles should uphold an honest standard of valuation for its products.

McKerrow & Bennett is the new title of a well-patronized Boston textile-machinery house. This firm succeeds H. G. McKerrow & Co., at 31 State street, Boston. It will continue to transact a general textile-machinery business and to represent Tweedales & Smalley, Castleton, England, in their new and improved line of revolving top flat cards, drawing, slubbing, intermediate and roving frames; Richard Threlfall, Bolton, England, for his self-acting mules for spinning cotton yarns from 60s to 350s; James Thompson & Co., Kendal, England, card clothing for all purposes in cotton, worsted and woolen spinning, as well as other textile machinery and specialties in mill supplies.

The Ingersoll-Sergeant Drill Co., whose offices are in the Havemeyer Building, at 26 Cortlandt street, New York, has placed an air compressor in the engine-room of the building, with a view of supplying air power to all tenants who may desire it. The air in this form comes from a receiver, where it stands ready for use. It is communicated in pipes to the different departments, and the Ingersoll Company operates a number of machines for exhibition purposes by it. The air can be utilized to open doors, ring call-bells, work letter presses, dust furniture, and for other duties. There is no question but what the use of compressed air is in its infancy as yet in this country, and the improved appliances of the Ingersoll-Sergeant Company will do much to make it more popular.

As a means of protection against fire, automatic sprinklers meet the approval of all interested. The Manufacturers' Automatic Sprinkler Co., 136 Liberty street, New York city, recently received a communication showing the efficiency of such apparatus. It was from the Woodward Lumber Co., Atlanta, Ga., and is as follows: "In reply to your inquiry as to whether or not the sprinklers worked successfully in the fire of last night, would say there was a small fire started in our shaving vault, and one sprinkler went off. This practically extinguished the entire fire, and damage by same did not exceed \$1; in fact, all the loss to us was replacing the sprinkler head. Of course, we don't know the extent to which the fire might have spread, but feel assured it would have been taken care of had there been no watchman on the place."

TRADE LITERATURE.

Are lamps for use on direct-current incandescent circuits, that will burn without attention for 100 and 150 hours, constitute an advance of general interest. Four hours has been considered the average daily run through the year for lamps on commercial circuits. A lamp which gives 150 hours' continuous service will need trimming but eight times per year. Carbons for such a lamp, it is figured out, will cost twenty cents per year. Some interesting information

regarding these lamps is given in a pamphlet sent out by the General Electric Co., Schenectady, N. Y., entitled "Long Burning Lamps."

Contractors and supply houses will be interested in a catalogue issued by the Kilbourne & Jacobs Manufacturing Co., Columbus, Ohio. It shows an extensive line of wheel and drag road scrapers, contractors', railroad and grading plows, tubular steel dirt, mining, foundry, coal and coke barrows, contractors', railroad and farm dump carts, wrought-steel sinks and pressed-steel shop pans. Improvements adding to the strength and usefulness of these articles have been made, and the catalogue is a handy reference book.

Valves, steam separators and steam specialties embodying recent improvements are described and illustrated in a catalogue issued by the Culver Manufacturing Co., Scranton, Pa. This pamphlet emphasizes the importance and necessity of using only dry steam in order to obtain the highest efficiency, economy and safety. It shows the various ways of obtaining it, and aims to prove the superior advantages of the Culver system of separation. The Culver valves and their distinctive features are presented in detail. Other articles of this class are also shown.

The economies to be gained by the use of power pumps are now better understood by engineers, manufacturers and users. Approved types of pumps for this service are described and illustrated in a catalogue issued by Henlon & Hubbell, Chicago, Ill. They are known as the "Triplex," and possess a number of distinctive features, including the triplex crank motion, securing a uniform flow of water being pumped. Adaptable to the many uses found for power pumps, and performing creditable service under severe conditions, these pumps are attracting special attention from those concerned in this class of machinery.

A new mill and elevator supply catalogue has been issued by the Wolf Co., Chambersburg, Pa. This concern maintains in this department of its business the high standard which characterizes its mill-construction work. Long experience as machinery users, fine facilities for making the most exacting tests, enable this company to select the best grades of supplies. Being heavy consumers, it obtains discounts as agents, which permits it to offer to customers the goods handled at low prices. The company has obtained exclusive agencies in its territory for prominent lines of leather, cotton and rubber belting, besides a number of specialties, and carries at all times a large and complete stock.

Methods of heating, ventilation and sanitation used in the public schools of the United States, and the results obtained, afford a field of study to which the attention of municipal authorities has been directed for some time. A commission appointed by the governor and State board of education of the State of Montana has made a report on this work. The commission was instructed to find the best methods of heating, ventilation and sanitation for adoption in the public buildings of the Commonwealth. This report gives the methods followed and the places visited by the commission to secure information. It goes deeply into the subject, and the report recommends as the ideal system that of the Peck-Williamson Co., of Cincinnati, Ohio. A copy of a pamphlet giving the full report may be obtained from this company.

Gas and gasoline engines command attention for many forms of service where special conditions are encountered. When a simple and reliable engine is desired, and economy, safety, cleanliness, the absence of coal and ash heaps, water service and promptness are considerations, such power immediately takes precedence in a variety of cases. It has been the aim of the manufacturer of the Weber engine, described in a newly-issued catalogue, to develop in its product the highest possible attainments along these lines. Extensive works solely devoted to this object, skilled mechanics, high-grade materials and machinery expressly designed for the purpose, all contribute to the success achieved by the Weber Gas & Gasoline Engine Co. This catalogue gives much pertinent information regarding Weber engines operated by gasoline, city gas, natural gas, kerosene, crude oil and distillate. The headquarters of the company are at Kansas City, Mo.

Modern Marine Machinery.

Complete outfits in either single or twin screw, side or stern paddle wheel machinery, built by Marine Iron Works, No. 9 Dominick street, Chicago. Catalogue free.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for this page.

New Corporations.

It is reported that O. C. Pope and others will organize a loan and savings association at Augusta, Ga.

The Exchange Bank, of Tina, Mo., has been organized, with a capital of \$16,000, by A. T. Houston, E. G. Stone and others.

The Germania Savings Bank, of Wheeling, W. Va., is about to begin operations. The stock has already been fixed and a location selected.

The Co-operative Savings and Loan Association has been incorporated by Edward Stabler, Jr., John S. Gibbs, Wm. T. Morgan and others for conducting a building association business at Baltimore.

New Securities.

The city of Charlotte, N. C., will receive bids for \$425,000 in 5 per cent. bonds. The mayor, J. H. Eddington, may be addressed.

The city of Covington, Ky., after the election in November will consider the question of issuing \$75,000 in bonds for improvement purposes. The mayor may be addressed.

The South Georgia Railroad Co., which is completing the railroad between Quitman and Heartpine, has determined to sell bonds to the amount of \$30,000, secured by mortgage on the property of the company. It is understood that the stockholders will be the principal purchasers of the bonds. J. W. Oglesby, at Heartpine, is president of the company.

Dividends and Interest.

The Atlantic & North Carolina Railroad Co. has declared a dividend of 2 per cent.

The St. Charles Railroad Co., of New Orleans, has declared a dividend of 1½ per cent.

The Donaldsonville (La.) Bridge Co. has declared a dividend of \$4 per share on its capital.

The New Orleans & Carrollton Railroad Co. has declared a quarterly dividend of \$1.50 per share.

The New Orleans Water Works Co. has declared a semi-annual dividend of \$2.50 a share.

The Alexandria Perpetual Building Association, of Alexandria, Va., has declared a semi-annual dividend of \$3.80 on a portion of its stock.

Financial Notes.

H. M. Mason, of Easton, Md., has been elected cashier of the Manufacturers' National Bank of Baltimore.

The stockholders of the Bank of Eustis, Fla., have determined to reopen it for business.

The Germania Mutual Fire Insurance Co., of Charleston, S. C., has elected E. H. Jahnz, president; E. J. Hesse, vice-president, and A. A. Kroeg, secretary and treasurer.

A dispatch from Petersburg, Va., announces that the Petersburg Iron Works has secured the contract for supplying the government with a large quantity of projectiles. The contract was awarded in competition with several other ammunition manufacturers, on account of the low bid put in by the Petersburg concern.

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TRADE LITERATURE.

In building soap-making and butchers' machinery, there is one concern whose record for advanced ideas and improved methods has won wide renown. A new catalogue just issued by this concern, H. Wm. Dopp & Son, Buffalo, N. Y., shows that its policy is still one of progress. An increased line of soapmakers' machinery and improved equipment for lard refiners and renderers are displayed.

Fourteen years of steady, persistent advancement in the face of prejudice and opposition, a record of 7000 engines operating in all parts of the world, a business in which more than 25 per cent. of the orders are from old customers, and an outlook that promises a full complement of past success, supply evidence as to the worth of the Westinghouse engine. From a catalogue just issued by the Westinghouse Machine Co., Pittsburg, Pa., the following excerpt is of interest: "In the early history of this company's business there were few, if any, to share with us the responsibility of defending the advantages of high relative speed; at present the number of engine-builders who support that position is about coincident with the total number of leading engines on the market. The vertical and self-contained forms of construction, two characteristic features of Westinghouse engines, which were at first severely criticised, have come to be regarded by many first-class engine-builders as points worth copying; and the fact that a majority of the well-equipped steam-power plants now use vertical engines would seem to indicate a preference for that type. When our compound engine was first placed on the market, eight years ago, we were confronted at the outset by public sentiment, which had been educated to regard a high-speed compound engine as of doubtful value under any conditions, and when run non-condensing, worse than useless. A little time and experience, however, removed that impression, and today every concern that makes any pretence whatever

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GUARANTEES THE FULFILLMENT OF CONTRACTS.

to being in the engine business builds and advocates the compound engine."

The manufacture of fuel gas is a subject on which it may be facetiously said more light is constantly demanded. Producer gas has been applied with such marked economy for so many purposes that it is now considered essential to the prosecution of many lines of industry, notably steel works, rolling mills, smelting furnaces, glass works and chemical works. Its almost exclusive use in these and many new fields is considered to be only a question of time, for the reason that the only staple and reliable source of heat on a large scale is coal, and that the most satisfactory method of utilizing its heat is to first convert it into gas and ashes. This is the function of a gas producer. For a successful gas producer the conditions are summarized as follows: 1. A deep fuel bed carried on a deep bed of ashes, the first to make good gas, and the second to prevent waste of fuel. 2. Blast carried by conduit through the ashes to the incandescent fuel. 3. Visibility of the ashes and accessibility of the apertures for their removal, arranged so that operator can see what he is doing. 4. Level, grateless support for the burden, insuring uniform depth of fuel at all points and consequent uniformity in the production of gas. These requirements are more fully explained in a pamphlet issued by R. D. Wood & Co., 400 Chestnut street, Philadelphia, Pa. A feature of this pamphlet of general interest and suggesting methods of much utility is data presented relative to gas fuel and the application of producer gas to manufacturing purposes. Those concerned with fuel economy will readily note the value of these suggestions, and the pamphlet is one worthy of careful study by wide-awake manufacturers.

At the annual meeting of the Petersburg (Va.) Tobacco Association, S. Bolling was elected president; B. B. Vaughan, vice-president, and John Bannister, secretary.

Another work from the press of the B. F. Johnson Publishing Co., of Richmond, is "Southern Literature," which, like other books published by this concern, is of much merit. It is intended for the general reader, as well as for school use, and gives a comprehensive review of Southern literature and writers from 1579 to 1895. It contains letters from George Washington and Thomas Jefferson, and extracts from the works of nearly every Southern author of note in prose and verse. A number of illustrations are also given.

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It would pay every town and every property-owner and agent in the South to advertise in the "Southern States" magazine. It is published by the Manufacturers' Record Publishing Co., Baltimore, Md.

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Ads. marked thus † appear in first issue of each month.
Ads. marked thus ‡ not in this issue



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DURABLE HEALTHFUL NOISELESS

20,000,000 square yards laid in eighteen years.

For plans and estimates apply to

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PROPOSALS.

UNITED STATES ENGINEER OFFICE, 9 Pleasant Street, Baltimore, Md., September 25, 1896. Proposals for building a mortar battery at North Point, Md., will be received until noon, October 26, 1896, and then opened. For information apply to **PETER C. HAINS**, Col. Engineers.

UNITED STATES ENGINEER OFFICE, 106 Granby Street, Norfolk, Va., September 9, 1896. Sealed proposals for dredging Western Branch of Elizabeth River, Va., will be received here until 12 o'clock October 26, 1896, and then publicly opened. Information furnished on application. Address **THOS. L. CASEY**, Capt., Engineers.

UNITED STATES ENGINEER OFFICE, 1101 D. S. Morgan Building, Buffalo, N. Y., October 15, 1896. Sealed proposals for 12,500 feet of Breakwater extension, and for Sandcatcher Pier extension, at Buffalo, N. Y., under continuous contract, will be received here until 11 A. M. November 30th, 1896, and then opened. Specifications and information furnished on application. **T. W. SYMONS**, Major, Engineers.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., September 30, 1896. Sealed proposals will be received at this office until 2 o'clock P. M. on the 27th day of October, 1896, and opened immediately thereafter, for all the labor and materials required for an external drainage ditch in the U. S. Courthouse, Custom house and Postoffice building at Omaha, Neb., in accordance with the drawing and specification, copies of which may be had at this office or the office of the Superintendent at Omaha, Neb. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes sealed and marked, "Proposal for External Drainage Ditch for the U. S. Courthouse, Custom-house and Postoffice at Omaha, Nebraska," and addressed to **WM. MARTIN AIKEN**, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., October 7, 1896. Sealed proposals will be received at this office until 2 o'clock P. M. on the 5th day of November, 1896, and opened immediately thereafter, for all the labor and materials required for the erection and completion (except heating apparatus) of the U. S. Postoffice and Custom-house building at New London, Conn., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at New London, Conn. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for Erection and Completion (except heating apparatus) of the U. S. Postoffice and Custom-house at New London, Conn.," and addressed to **WM. MARTIN AIKEN**, Supervising Architect.

PROPOSALS FOR ELECTRIC LIGHTS.—Cuthbert, Ga., September 28th, 1896. Sealed proposals will be received by the Board of Water and Electric Light Commissioners of the City of Cuthbert, Ga., until Tuesday, the 27th day of October, at 7:30 o'clock P. M., for the construction of a complete system of electric lights, plans and specifications for which may be seen at the office of the Mayor of Cuthbert, Ga., or will be mailed to any address upon application to the Mayor. The right to reject any and all bids is reserved. A certified check, made payable to Robert L. Moye, Mayor of Cuthbert, Ga., in the sum of four per cent. of the contractor's bid must accompany each proposal. These checks will be returned to their respective owners promptly upon the signing of the contract by the successful bidder. **ROBERT L. MOYE**, Mayor, Chairman Board of Water and Electric Light Commission.

NOTICE TO CONTRACTORS.

The Board of Supervisors of Wise County, Virginia, invite sealed proposals for the erection and completion of a new Courthouse at Wise, Va., agreeable to plans and specifications prepared by Architect Frank P. Milburn, of Winston, N. C. Plans and specifications are now on file at Wise, Va. Bids will be received until 1 o'clock P. M. October 27th, 1896, when same will be opened and the decision of the Board made public. All contractors to file with their bid a certified check for \$1000 on some well known bank, and made payable to J. C. Wells, Chairman of the Board, as evidence, if bid is accepted, that they will enter into contract at once, and file an acceptable guarantee company's bond in the penalty of \$25,000, executed to Wise County, Virginia, that they will comply with their contract. If they fail to file said bond in fifteen days the check will be forfeited to said county as liquidated damages by reason of delay. The Board reserves the right to reject any one, or all bids. By order of the Board.

W. E. KILGORE, Clerk.

SITUATIONS WANTED.

Advertisements under this head are inserted free of charge for readers of the **MANUFACTURERS' RECORD**. Advertisements must not exceed five lines—about thirty words—and four insertions will be given without charge.

WANTED—Position by an engineer, thirty years of age; ten years' experience on construction of water works and railroads, etc.; desires position with corporation, contractor or engineer; excellent references. Address **W. H. care Manufacturers' Record**. n6

SITUATION wanted in the South by first-class steam engineer, to take charge of power and electric-light plant; can handle indicator; can give first class references as to experience and ability. Address **A. A. care Mrs. Record**. n6

A MAN with large experience wants situation as machinist or fixer on sewing machines in the South. Address **E. C. BROWN**, Meredith, N. H. n6

A RAILROAD MANAGER, experienced in the construction and operation of railroads in the Southern States, seeks an engagement; correspondence solicited. Address **RICHARD J. EVANS**, 928 Clouet Street, New Orleans, La. n6

WANTED—Agents in all parts of the United States to sell farm lands along the line of the Atlantic & Danville Railway; special inducement; salary paid to the right men. Address **J. O. SHELBOURNE**, General Immigrant Agent, A. & D. R. Co., Lawrenceville, Va. n6

POSITION desired in the South by temperate, industrious young man; an expert stenographer and bookkeeper, and capable of taking entire charge of an office; at present employed with large manufacturer in Pennsylvania, and wishes to make change for benefit of his health. Address **C. A. W. care Mrs. Record**. n6

WANTED—A position in a cotton, woolen or jute bagging mill; am a practical boss weaver and loom fixer, with long experience; fully capable in either position; sober, steady and married man; references furnished as to character and experience. Address **J. F. GAINER**, 108 Josephine Street, Nashville, Tenn. n6

A N experienced sales agent and contractor in water, light, ice factories and general machinery, wants position to travel the South, West or Mexico. Address **J. D. care Mrs. Record** 030

EXPERIENCED traveling salesman in machinery and plumbing supplies, wants position; has had twelve years' experience in said lines, and has traveled over the Southern States. Address **J. J. GOLDMAN**, 821 Baronne Street, New Orleans, La. 030

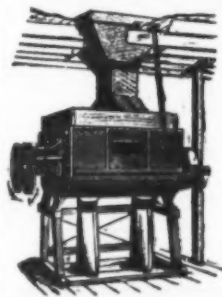
SALESMAN and expert in agricultural implements and machinery, wants position in United States or any Spanish speaking country; has had experience in Mexico and South America; unexceptional references. Address **A. E. BATES**, Knoxville, Tenn. 030

WANTED—Position by civil engineer (age 26) four years' experience on construction of railroads and water works; desires to go to Central America or Mexico. Address **J. L. W. care Manufacturers' Record**. 030

BUSINESS man with large experience in many foreign countries and in home trade, wants an engagement; preferably with a manufacturing concern; has some knowledge of machinery; references of highest character. Address **P. O. Box 202, Richmond, Va.** 030

YOUNG MAN, practical, experienced and steady, first-class bookkeeper, stenographer, typewriter—rapid and accurate—wants good position in the South or Southwest; capable of taking entire charge of correspondence without dictation; not afraid of hard work; reliable references; at present holds responsible position. Address **PRACTICAL**, P. O. Box 66, Staunton, Va. 016

Wanted—An Idea Who can think of some simple thing to patent? Write **JOHN WEDDERBURN & CO.**, Patent Attorneys, Washington, D. C., for their \$1.00 prize offer and list of two hundred inventions wanted.



The BROUGHTON DRY MIXER FOR Hard Plaster, Cement, Paint, &c. **W. D. DUNNING**, 96 W. Water St. SYRACUSE, N. Y.



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SPECIAL Advertisements OF GENERAL Interest.

OPPORTUNITIES FOR INVESTORS.

OWNERS of 600 Acres of elevated land adjoining the suburbs of the City of Shreveport, Louisiana, have given to **MR. ANDREW CURRIE** an option on the same at very low prices, to induce industrial enterprises to invest and locate. The city handles 100,000 bales of cotton, and its new railroad connections tap extensive forests of pine, of which **MR. CURRIE** has 30,000 acres for sale, interspersed in the glades with gum, beech, hickory, holly, magnolia and a variety of oak. Address **A. CURRIE**, Shreveport, La.

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Abstracts furnished. Titles Insured. Property managed and handled for non resident owners. Examinations and reports made as to the value and condition of lands. Timber lands bought and sold. Capital, \$50,000.

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For Sale Several Fine Residences and Choice Building Lots.

An ideal city for a winter home, full of historic interest, and a climate soft and mild in winter, but not hot enough to be enervating. Cost of living is cheap.

The City of Charleston's water supply is obtained from artesian wells, and it has recently been proven to be a valuable dyspeptic cure when used as drinking water, and a rheumatic cure when bathed in hot.

Also Farming Lands near Charleston, S. C., suitable for market gardening, which is a large and profitable industry in the vicinity of Charleston. For further particulars address

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2000 acres on railroad and waters of Monongahela River, near Clarksburg, W. Va., consisting of PKTSburg vein 9 feet thick. Cannot be excelled for coke or gas. Perfect location. Very low freight rate. Can be bought cheap.

TIMBER

55,000 acres of finest timber land in Western North Carolina. Expert estimates that it will cut 791,000,000 feet of merchantable lumber. Title absolutely perfect. Guaranteed to come up to representations. The cherry timber alone will almost pay for the land. Price very low.

Territory in Harrison, Lewis and Gilmer counties, West Virginia, ready for development. Want operators to put down test wells. We have fine tracts of coal, timber and farm lands in addition to the above in W. Va., Va., Ky. and Tenn. Full particulars on application. Address **THE SOUTHERN REAL ESTATE EXCHANGE**, Clarksburg, W. Va.

While Others Hesitate You

CAN OBTAIN A HOME IN SOUTHWESTERN LOUISIANA

Where Real Estate has increased 500 per cent. in the last few years. If you contemplate going South, why not go where there is no over-production of agricultural products, there is no over-production of Sugar or Rice, the two principal crops of this section.

Choice fruits and early vegetables always bring good prices, especially if placed on the market of the world when other sections of the country are frozen up.

If you want to enjoy perfect health and live where all the conditions of life are most favorable, then seek the Coast Country of Southwest Louisiana, of which the town of **CROWLEY** is the centre.

A FINE STOCK COUNTRY, RICH FRUIT LANDS well adapted to the growing of Hay, Oats, Corn, Cotton, Rice, Sugar-cane and all of the semi-tropical fruits. The opportunities that are there offered are fast being taken up. If you will write to

W. W. DUSON & BRO.

CROWLEY, LA., they will send you a map of this section and their new book, "Come and See," which will furnish you full information about this favored land.

\$10,000 WANTED for five years at SIX PER CENT. Interest payable monthly, or quarterly. First mortgage on real estate in Charlotte, N. C. Good references given. P. O. BOX 154, Charlotte, N. C.

MANUFACTURERS' attention is called to the large six-story Central Power Station of the Capital Traction Company, covering an entire block in the very centre of the business section of the nation's capital city. Suitable space for light manufacturing plants and other business, with power, heat and electric light, can be obtained at moderate rates. Address

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20,000 trees WHITE and RED OAK, from 24 inches to 5 feet in diameter.
20,000 acres of RED and BLACK CYPRESS.
118,000 acres of LONG LEAF YELLOW PINE.
25,000 acres of ELM TIMBER. Address

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Farms, Timber Lands, Water Powers and choice City Property in the fertile Catawba Valley among the Carolina Mountains. Write for illustrated pamphlet, "Catawba Valley and Highlands."

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FRUIT-RAISING LANDS?**

WRITE ME.

I have lots of such property for sale ranging from 100 to 11,200 acres in extent.

S. GALLERT,

Rutherfordton, N. C.

Glass Factory

FOR SALE.

Under and by virtue of the authority vested in the undersigned trustees by that certain deed of trust, executed by the **HUNTINGTON GLASS COMPANY**, bearing date on the 1st day of March, 1894, and recorded in the Clerk's Office of the County Court of Cabell County, in trust deed book number thirty (30) at page one hundred and thirty-one (131) et seq., default having been made and continued for six months in the payment of the interest coupons, and having been so requested in writing by a holder of some of the bonds, secured by said trust deed so to do, the undersigned will on the

EIGHTH DAY OF OCTOBER, 1896,

at 2 o'clock P. M., on the premises, situate in Central City, Cabell County, West Virginia, sell to the highest bidder, all the property, real and personal, franchises and liberties in said trust deed conveyed, and therein described as follows: "All that certain piece or parcel of land situate in Central City, Cabell County, West Virginia, bounded on the north by Virginia Avenue, on the east by Fourteenth Street, on the south by Washington Avenue, on the west by Fifteenth Street, which said lot of land is designated on the official map of said Central City, made by George McKendree, Engineer, a copy of which was filed in the Clerk's Office aforesaid on the 31st day of October, 1891, as block number ninety-four (94), being four hundred feet by three hundred and thirty feet, together with all and singular the buildings, warehouses and shops, railroad switches, together with all the furnaces, gas producers with their connections, mold shop, machinery and tools, office furniture and fixtures, presses, fixed machinery and miscellaneous property, consisting of tools and other machinery used in the manufacture and selling of glassware and composing the present plant of said glass company."

TERMS OF SALE.

One-third of the purchase money thereof cash in hand on day of sale, and the balance in two equal instalments at six and twelve months, the purchaser executing his notes with good personal security for the deferred payments, bearing six per cent. interest.

The legal title of said property will be retained as further security for the deferred instalments of the purchase money.

Given under hands as trustees this 5th day of September, 1896

**C. W. CAMPBELL,
JOHN H. HOLT,**

Trustees.

October 8th, 1896.—The above sale, for want of bidders, is postponed and adjourned until the 20th day of October, 1896, at 2 o'clock P. M.

If you are thinking of enlarging your mill, factory or mine, or of purchasing machinery of any kind, send us a postal card giving the character of the machinery needed.

FOR SALE.

Works of the Phosphate Mining Co., Limited

Under order of the
United States Circuit Court for the District of
South Carolina.

The valuable piece of property, being the works of the Phosphate Mining Co., Limited, generally called Brotherhood's, situated about 1½ miles from Port Royal, S. C. Consisting of about 24 acres, more or less. Having a river frontage on Battery Creek of 971 feet, with fine wharves, etc. Convenient for loading ocean steamers (have from this point carried down steamers loaded to 21 ft. 6 in.) The Port Royal & Augusta Railroad passes through the property and has suitable switch conveniently located.

On property is fine large open shed some 240 feet by 70 feet, brick piers, with three railroad tracks overhead. Other desirable warehouse buildings, with overhead railroad trestles from wharves, boiler-house, etc. Desirable dwelling-houses and outhouses. Fine artesian well and large brick cisterns.

A most desirable site for Cotton Mill, Manufacturing, Warehouse purposes, Ocean Shipments.

For particulars apply to

F. BROTHERHOOD, Receiver,

53 Hayne Street, CHARLESTON, S. C.

To Dredging Contractors.

For sale under order of United States Circuit
Court for South Carolina.

The powerful elevator dredge John Kennedy, recently in use dredging South Carolina river phosphate rock.

Can be readily converted for ordinary dredging purposes, working in from 10 feet to 42 feet of water.

Especially constructed for dredging very hard material. Can be seen at Phosphate Mining Co., Limited, works near Port Royal, S. C.

For particulars, etc., apply to

F. BROTHERHOOD, Receiver,

53 Hayne Street, CHARLESTON, S. C.

FOR SALE.

Under order of the

United States Circuit Court for the District of
South Carolina.

A number of 120-ton LIGHTERS, very strongly built and in good condition.

One Roots No. 10 Blower; belt driven; nearly new; 12 inches outlet.

One Lucigen Light Apparatus complete, consisting of burner, air compressor and air and oil tank; very useful to contractors.

One Williamson Friction Hoisting Engine.

One Steam Crane to lift three ton; radius of jib 15 feet.

One Steam Travelling Crane to lift ten ton; radius of jib variable up to 20 feet; gauge of track 6 feet; complete, with boiler and water tank.

One Blake Steam Pump, 10x12x12; suction 6 inch, discharge 4 inch.

One Blake Steam Pump, 4½x5½x8; suction 1½ inch, discharge 1 inch.

One Phosphate Rock Tub Washer, complete, with shafting, gears, etc., and duplicates.

A quantity of first-class second-hand Chain, ¾ to 1½ inch.

Two Steel Cylinder Washers for phosphate rock, complete, with rollers and gearing.

Two pair of powerful Crusher Rolls for phosphate rock, complete, with pulleys and gearing.

Two Direct Acting Steam Elevators, with carriage, etc.; steam cylinder 15 inch by 17 feet 9 inch lift, and steam cylinder 20 inch by 16 feet 9 inch lift.

Pile Driver Frame, 1800-pound hammer and fixings.

Punching Machinery, one H. C. Pond Co.'s make, one Watson & Stillman, No. 5.

Artesian Well Tools, Platform Scales from 200 pounds to 16,000 pounds.

Eight good Rock Field Cars, 3 foot gauge; two Dumping Frames for ditto.

Dry Shed Side Dumping Cars, 3-foot gauge, Shafting, Pulleys, etc.

Assorted Piping and Fittings, etc.

Steam and Water Hose and valuable Tools, Materials, etc., etc.

For particulars apply to

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Bargains in Machinery

FOR IMMEDIATE DELIVERY



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AT YOUR SERVICE, GENTLEMEN!

SECOND-HAND MACHINERY.

One Iron Planer, 50x60 in. x22 ft.
One Iron Planer, 50x50 in. x10 ft.
One Iron Planer, 24x24 in. x5 ft.
One Iron Planer, 5 ft. 26x24 in., New Haven, and various other sizes.
One Engine Lathe, 29 in. x15 ft., Fitchburgh.
One Engine Lathe, 53 in. x18 ft., L. W. Pond.
One Engine Lathe, 15 in. x6 ft., D. W. Pond.
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One 18 ft. Pit Lathe.
and various other sizes.
One 28-in. B. G. Self-feed New Haven Drill.
One 36 in. Back Geared Drill.
One 2000 lb. Ferris & Miles Steam Hammer.
One 700 lb. Eureka Steam Hammer.
One 60-lb. Bradley Helve Hammer.
One 50-lb. Dieneit Spring Hammer.
One 350-lb. Steam Hammer.

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Two pairs 4½ feet Burrs.
One pair 4½ feet Cocalico Stones.
One 48-inch Lefel Water Wheel.
Cob crusher, shafting, and all other machinery in a mill, also 108 acres of good land.
Will sell on easy terms.

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Opening 10x20 inches, also

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A Pulverizer.

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And other Automatic Engines, also Automatic High speed Electric light Engines, Slide-valve Engines, Boilers, Pumps. Send for catalogue.

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Incandescent DYNAMOS.

1 50-light Edison, 1 50-light Kester, 1 60-light United States, 1 75-light Mather, 1 90-light Mather, 1 110-light Westinghouse, 2 125-light United States, 3 150-light Mather, 1 165-light Royal, 1 180-light Westinghouse, 1 225-light Mather, 1 250-light United States, 1 325-light Jenny, 3 360-light United States, 1 425-light Westinghouse, 1 450-light Edison, 1 500-light Thomson-Houston, 1 500-light Western Electric, 1 540-light Edison, 1 800-light Thomson-Houston, 2 1000-light Standard Multipolar. For complete list see our monthly BARGAIN SHEET, mailed on application; also Arc Dynamos, Motors, Power Generators, etc.

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Engines, Boilers and Wood-Working MACHINERY.

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Immediate Delivery.

20 in. swing, with 6, 10 and 12 ft. bed.
22 " " " 8, 10 " 14 " "
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2d-hand 50x25 lathe with taper attachment.
One of each.

Send for cuts and prices.

We have in stock constantly, all parts of lathes from 17 to 64 inch swing, except beds, so that we are prepared to furnish at short notice anything desired.

FIFIELD TOOL CO.,

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1-14x36 Cylinder Engine.....Left-hand
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Engines, Boilers, Pumps, Belting, Shafting, Pulleys and Hangers, Hand Punches and Shears, Emery-wheels, Blowers and Exhaust Fans, Steam Radiators, Portable Forges, Anvils and Vises, Steam Pipe (all sizes), Iron Tanks and Kettles, Drill Presses (hand and power), Engine Lathes (foot or power), Wood Lathes, Boring Machines. We want to buy machinery of all kinds. ENTERPRISE MACHINE WORKS, 412 West Liberty Street, Cincinnati, Ohio.

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STEEL WORKS with Bessemer and Open Hearth Furnaces

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One 8-roll Straightening Machine, second-hand, and one 8x12 Erie Engine, second-hand. Also a number of Punch and Shearing Machines, Small Rolls, etc. Write for prices. Address.

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Dealers in all kinds of

Old Iron and Metals.

also SECOND-HAND MACHINERY.

Atlanta, Ga.

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CHEAP FOR CASH.

HOISTING Engines, Air Compressors, Rock Drills, Rock Crushers, Dump Cars, Channeling Machines, Steam Pumps, Steam Shovels, Light Locomotives, etc., all in good condition.

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One pair New Stern Wheel

Marine Poppett Valve Engines.

Diameter of cylinders 8 in x42 in. stroke. with link motion. Steel crank shaft 4 in. diameter, 14 feet, C to C. Crank pins, wrought cranks and three wheel centres, 42 in. diameter, for thirteen wooden arms. Substantially built. Drawings sent on application.

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Cylinder 6x12 in. Second-hand but in perfect order. Speed, 300 revolutions. Cheap.

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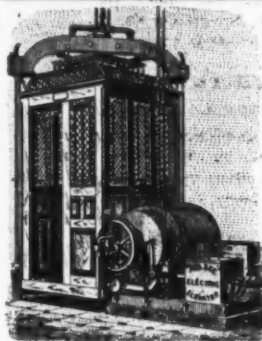
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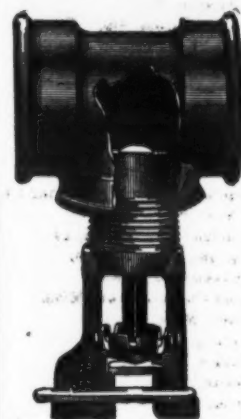
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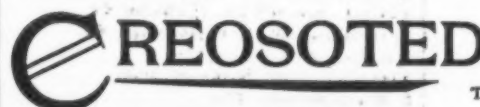
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YELLOW PINE.
Manufacturers.

Villa Rica Lumber Co., Anniston, Ala.
Reddie & Simonson, Birmingham, Ala.
Hawkins & Smith, Birmingham, Ala.
Marbury Lumber Co., Bozeman, Ala.
Marbury & Jones, Bozeman, Ala.
Peters Lumber Co., Brewton, Ala.
W. T. Smith Lumber Co., Chapman, Ala.
LaFayette Cooke, Cook's Springs, Ala.
Dunham Lumber Co., Dunham, Ala.
W. J. Williams & Son, Eustis, Ala.
E. Walker, Flomaton, Ala.
Gadsden Lumber Co., Gadsden, Ala.
Tuscaloosa Lumber Co., Hull, Ala.
J. B. Adams, Longview, Ala.
S. B. Allen & Co., Montgomery, Ala.
Moore & Kirkland, Montgomery, Ala.
Wm. C. Holt, Montgomery, Ala.
Pansy Lumber Co., Pansy, Ala.
T. H. Bexley, Sterrett, Ala.
S. A. Blassingame, Verbena, Ala.
J. C. Jackson & Sons, Wilsonville, Ala.
Martin Lumber Co., Bollinger, Ark.
Long-Bell Lumber Co., Buckner, Ark.
J. M. Turple, Caldwell, Ark.
Cotton Belt Mill, Cotton Belt, Ark.
Fordyce Lumber Co., Fordyce, Ark.
Fort Smith Lumber Co., Fort Smith, Ark.
Red River Lumber Co., Lewisville, Ark.
North Arkansas Lumber Co., Fortia, Ark.
Bluff City Lumber Co., Pine Bluff, Ark.
Kansas City & Southern Lumber Co., Sedgewick, Ark.
J. I. Porter Lumber Co., Stuttgart, Ark.
A. J. Neimeyer Lumber Co., Waldo, Ark.
Simpson & Co., Bagdad, Fla.
Carey & Ollinger, Bagdad, Fla.
Sanford Lumber Co., Caryville, Fla.
Skinner & McDavid, Escambia, Fla.
J. P. Little, Sumner, Fla.
Chipola Lumber Co., Marianna, Fla.
Southern States Land & Lumber Co., Muscogee, Fla.
Armstrong & White, Neoga, Fla.
McMillan Mill Co., Pine Barren, Fla.
Georgia & Florida Investment Co., Tallahassee, Fla.
Perkins Mfg. Co., Augusta, Ga.
Flint River Lumber & Export Co., Bainbridge, Ga.
Brown & Garber, Brunswick, Ga.
Donaldson Lumber Co., Donaldsonville, Ga.
T. W. Garbutt & Co., Garbutt, Ga.
James K. Clark Lumber Co., Gertrude, Ga.
Bewick Lumber Co., Hazelhurst, Ga.
O'Neill Manufacturing Co., Rome, Ga.
Hilton & Dodge Lumber Co., St. Simon's Mills, Ga.
Julius Levin & Co., Alexandria, La.
Bradley-Ramsey Lumber Co., Lake Charles, La.
Gulf Lumber Co., New Orleans, La.
W. W. Carro, New Orleans, La.
McEwen & Murray, Limited, New Orleans, La.
A. Wilbert's Sons Lumber & Shingle Co., Plaquemine, La.
Hearn & Co., Robertsville, La.
Victoria Lumber Co., Victoria, La.
Keystone Lumber & Imp. Co., Bogue Chitto, Miss.
J. S. Blackburn, Ellisville Depot, Miss.
W. L. Rankin & Bro., Fayetteville, N. C.
C. C. Wade & Son, West End, N. C.
Bridges & McKirthan Lumber Co., Wilmington, N. C.
D. W. Alderman, Alcolu, S. C.
E. D. Mins, Edgefield, S. C.
Mallard Lumber Co., Greeleyville, S. C.
Reliance Lumber Co., Benumont, Texas.
Lutcher & Moore Lumber Co., Orange, Texas.
D. R. Wingate Lumber Co., Orange, Texas.
Southern Pine Lumber Co., Texarkana, Texas.
Warren Lumber Co., Warren, Texas.
Wm. Kirk, Parkersburg, Va.
Calre Mfg. & Lumber Co., Petroleum, W. Va.

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Manufacturers.

Samuel Eccles, Jr., Baltimore, Md.
Geo. F. Sloan & Bro., Baltimore, Md.
Ryland & Brooks Lumber Co., Baltimore, Md.
R. T. Waters & Son, Baltimore, Md.
Aberdeen Lumber Co., Aberdeen, N. C.
Page Lumber Co., Aberdeen, N. C.
C. W. Mobley & Co., Berry, N. C.
Gay Manufacturing Co., Bosley, N. C.
Albemarle Lumber Co., Elizabeth, N. C.
W. L. Rankin & Bro., Fayetteville, N. C.
Frank Hitch, Hamilton, N. C.
Butters Lumber Co., Hub, N. C.
Nansemond Lumber Co., Montrose Landing, N. C.
W. B. Blades & Bro., New Berne, N. C.
Stinson Lumber Co., New Berne, N. C.
John L. Roper Lumber Co., Roper, N. C.
S. R. Fowle & Son, Washington, N. C.
Camp Manufacturing Co., Winton, N. C.

W. T. Ferguson, Ferguson's Wharf, Va.
Cooper & Spottswood, Jarratts, Va.
Apex Lumber Co., Lynchburg, Va.
D. S. Jones, Newport News, Va.
Tunis Lumber Co., Norfolk, Va.
George G. Tyler, Norfolk, Va.
Cummer Co., Norfolk, Va.
H. M. Owen, Pungo, Va.
R. G. Dennis Lumber Co., Suffolk, Va.
Mitchell & Steele, Steeleville, Va.
George E. Burt, Waverly, Va.

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Manufacturers.

J. R. Bealy & Co., Quinnimont, W. Va.
Cumberland Lumber Co., Ronceverte, W. Va.
A. E. Huddleston, White Sulphur Springs, W. Va.
Caldwell Land & Lumber Co., Philadelphia, Pa.

CYPRESS.
Manufacturers.

Mohr-Well Lumber Co., Montgomery, Ala.
Cypress Lumber Co., Sherrill, Ark.
Tallapoosa Lumber Co., Sistrunk, Ala.
T. M. McMillan, Stockton, Ala.
J. P. Little, Sumner, Fla.
Cypress Lumber Co., Apalachicola, Fla.
Wilson Cypress Co., Palatka, Fla.
Hillsborough Cypress Co., Harney, Fla.
St. Mark's Lumber Co., Tallahassee, Fla.
Atlanta Cypress Lumber Co., Atlanta, Ga.
Bibb Land & Lumber Co., Cox, Ga.
N. B. Trelius & Co., Patterson, La.
Julius Levin, Alexandria, La.
Burton Lumber Co., Berwick, La.
Louisiana Cypress Lumber Co., Harvey, La.
Lutcher & Moore Cypress Lumber Co., Lutcher, La.
Iberia Lumber Co., New Iberia, La.
McEwen & Murray, Limited, New Orleans, La.
Callahan & Lewis Mfg. Co., Patterson, La.
J. H. Leavenworth, Greenville, Miss.
E. G. Goddard Lumber Co., Logtown, Miss.
R. F. Learned, Natchez, Miss.
Wm. Carphrey, Vicksburg, Miss.
W. H. Richardson, Eagle Rock, N. C.
W. D. Hickman, Granite, N. C.
W. B. Ellis, New Berne, N. C.
Hilton & Dodge Lumber Co., St. Simon's Mills, Ga.
Hansen & Smith, Wilmington, N. C.

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Manufacturers.

John S. Mash & Sons, Luverne, Ala.
Mobile Shingle & Manufacturing Co., Mobile, Ala.
J. D. Cameron & Son, Mobile, Ala.
Stewart & Butt, Mobile, Ala.
Wm. C. Holt, Montgomery, Ala.
The Cypress Lumber Co., Apalachicola, Fla.
Highland Land & Lumber Co., Humphrey, Ark.
Niemeyer & Darragh Shingle Co., Little Rock, Ark.
Carrey & Ollinger, Bagdad, Fla.
Bohemia Shingle Mill Co., Bohemia, Fla.
Wm. A. McCann, Jacksonville, Fla.
Cherokee Lumber Co., Atlanta, Ga.
T. E. Collier, Cordele, Ga.
J. L. Maxwell, Cornelia, Ga.
J. S. Owens, Hawkinsville, Ga.
H. H. Tift, Tifton, Ga.
Julius Levin & Co., Alexandria, La.
R. T. Durham, Lena, La.
Lutcher & Moore Cypress Lumber Co., Lutcher, La.
McEwen & Murray, Limited, New Orleans, La.
Sult & Co., Ahoaki, N. C.
John L. Roper Lumber Co., Norfolk, Va.
L. Miller Shingle Co., Orange, Texas.
Hilton & Dodge Lumber Co., St. Simon's Mills, Ga.
Moore & Swineford, Orange, Texas.

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Manufacturers.

Scatcherd Lumber Co., Decatur, Ala.
H. C. Higman & Co., Decatur, Ala.
G. W. Tarwater, Gadsden, Ala.
Sample Lumber Co., Hollins, Ala.
W. O. Knowlton, Paint Rock, Ala.
Lathrop-Hatton Lumber Co., Riverside, Ala.
J. N. Hutchinson, Salem, Ala.
Guthrie Bros., Sulligent, Ala.
Sullivan Lumber Co., Wilson, Ala.
Desha Lumber & Planting Co., Arkansas City, Ark.
G. W. Decker, Black Rock, Ark.
Faisst & Co., Bryant, Ark.
Southern Land & Lumber Co., Dry Run, Ark.
J. M. Brittan, England, Ark.
Dickson, Cross & Co., Fairmount, Ark.
Geo. H. Munroe, Receiver, St. Francis, Ark.
W. S. Elder, Stonewall, Ark.
S. C. Dowell, Walnut Ridge, Ark.
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Kentucky Saw Mill Co., Louisville, Ky.
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Ashley & Clement, Hernando, Miss.
B. Griser, Meridian, Miss.
C. W. Rich, Richburg, Miss.
J. E. P. Boxley, Robinsonville, Miss.
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Hunter & Dawson, La Grange, Mo.
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Mitchell & Steele, Steeleville, Va.
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Ellis Paul, Cedar Gap, Mo.
F. M. Woodsmall, Gorin, Mo.
Blackburn, Cox & Co., Hunnewell, Mo.
Reliance Lumber Co., Beaumont, Texas.
James G. Harrison, Disputanta, Va.
The Conquest Tie & Lumber Co., Norfolk, Va.
W. D. Dorsey, Hurricane, W. Va.
A. C. Tidd, Murraysville, W. Va.
J. McKinley & Co., Ravenswood, W. Va.

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South Calera Mfg. Co., South Calera, Ala.
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G. D. De Jarnette, Mayfield, N. C.
Newton Spoke & Lumber Co., Newton, N. C.
C. J. Dundas, Statesville, N. C.
Yorkville Spoke & Handle Co., Yorkville, S. C.
Johnson Bros. & Taylor, Brownsville, Tenn.
Gallatin Manufacturing Co., Gallatin, Tenn.
Wells & Leash, Jackson, Tenn.
Southern Spoke & Rim Co., Memphis, Tenn.
Lewis & Babcock Mfg. Co., Nashville, Tenn.
American Handle Co., Ltd., Knoxville, Tenn.
Hardy & Holmes, Christie, Va.
R. T. Slusser, Fincastle, Va.
N. Poulson, Round Hill, Va.

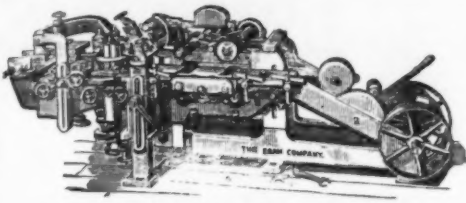
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DOORS, SASH and BLINDS,
CARLOAD LOTS.
Special Delivered Prices to Dealers.
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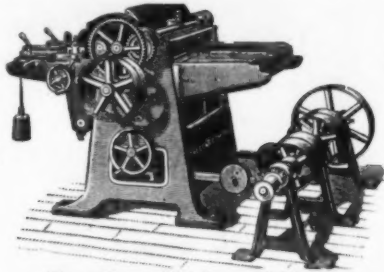
Glen Jean Lumber Co. GLEN JEAN, W. VA.
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SALMEN BRICK & LUMBER CO., Ltd., Sildell, La.
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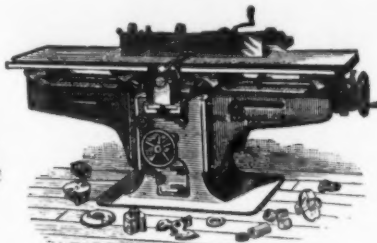
A. I. LYON, LUMBER
Room 55, MANUFACTURERS' RECORD BUILDING,
N. W. Cor. Lexington and North Sts.
BALTIMORE, MD.
Yards, INDIANAPOLIS, IND.
Mill men with good hardwood lumber to offer for cash are invited to correspond with me.



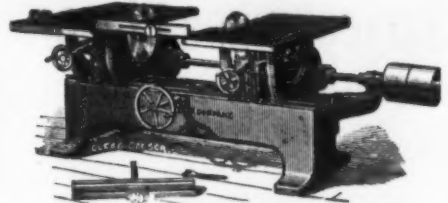
Heavy 12-inch Standard Four Sided Molder.



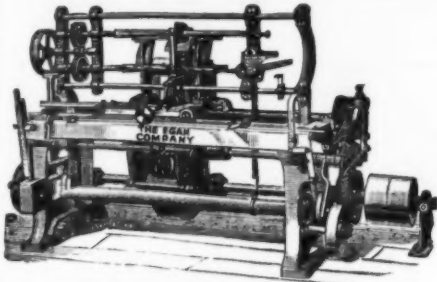
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No. 1 Universal Wood Worker.



No. 2 Double Cutting Off Saw.

Improved Automatic Spoke Lathe.
Capacity in excess of any other spoke lathe

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SUBSTANTIALLY DESIGNED.

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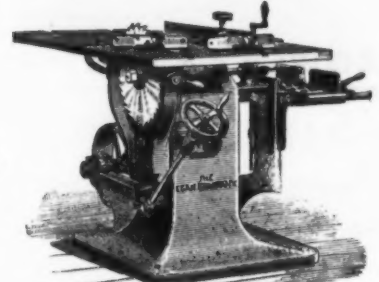
Single Machines or Complete Equipments for any Class of Work.

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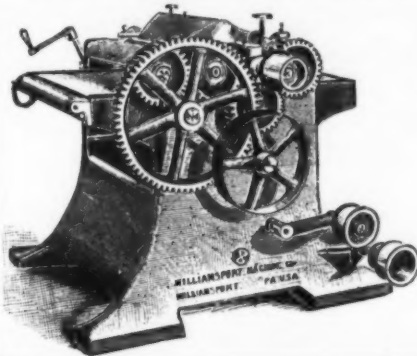
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For turning Axe, Adze, Pick, Sledge, Hammer, Hatchet, Auger, File, Knife, Chisel, Fork, Hoe, Rake, Broom and Mop HANDLES, Pike Poles, Whiffletrees, Yokes, Spokes, Porch Spindles, Table Legs, Tent Stakes, Ball Bats, Mallets, etc.

Boring Machines, Sanders, Chucking Machines, Shapers, Special Machinery.

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HERE'S A DANDY SURFACER

We make it single or double,
24 inches wide,
to surface to 8 inches thick.
We make others.

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WILLIAMSPORT, PA.

TREVOR MFG. CO.,

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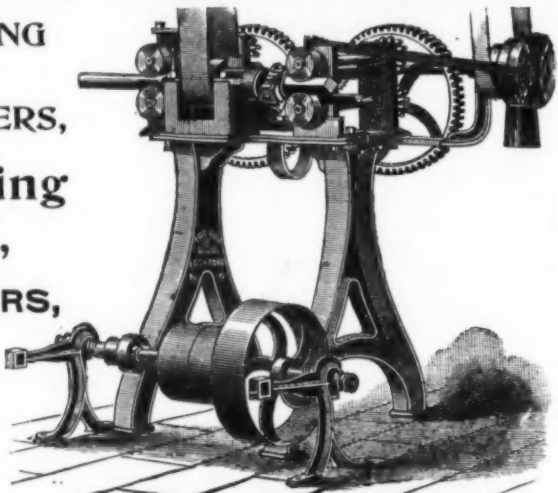
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HEADING SAWING
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Machines,

STAVE CUTTERS,

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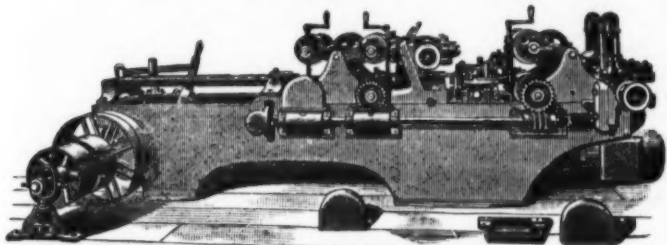
Lathes for turning Handles for
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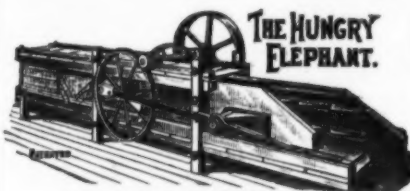
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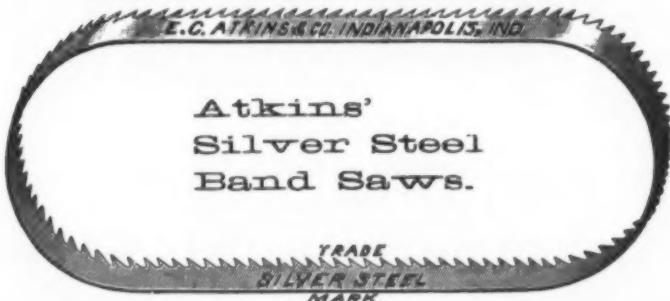
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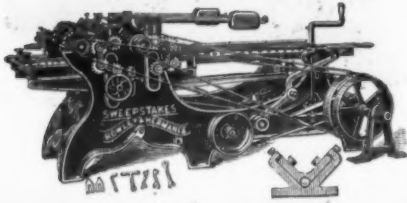
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CYLINDER SAWS RESTERLED AND WORK GUARANTEED.

TEMPERED BY NATURAL GAS.

Write for Sawyers' Hand Book Saws and Saw Tools.

Sweepstakes Planer, Matcher & Moulder



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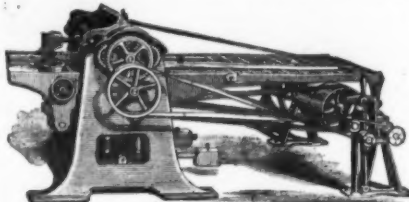
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FINE GRADES OF LATEST

**WOOD
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OF EVERY DESCRIPTION.



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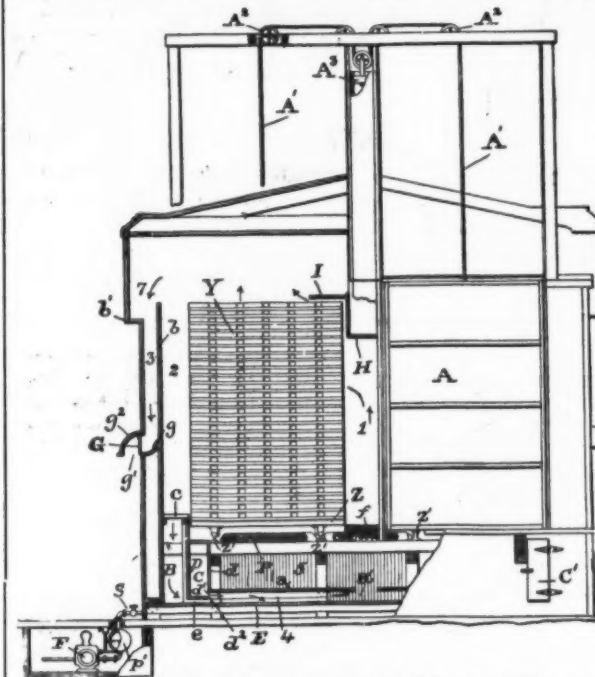
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Your LUMBER at the least expense and with the least attention?

THEN USE THE

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WE GIVE an unequalled guarantee as to quality and quantity of material dried and economy in the use of steam. **It Costs Less Money**

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Than any known system of drying.

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OUR AUTOMATIC COMPRESSION SYSTEM is adapted to the drying of all forest products, and is meeting with great favor with the Furniture Manufacturers for drying oak.

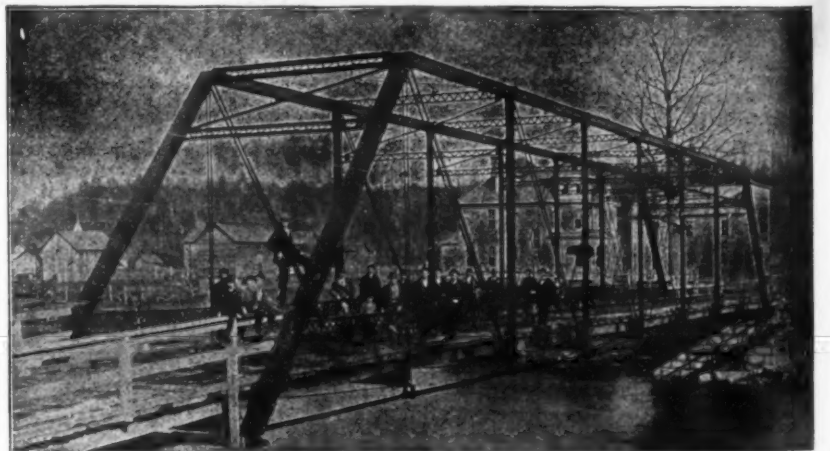
OUR STEEL ROLLER BEARING TRUCKS are made for heavy use, and their perfect bearings make them run light. If you are interested in drying lumber, or any other material, write us.

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Builders of all kinds BRIDGES and STRUCTURAL IRON WORK.
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Correspondence invited from parties contemplating building manufacturing plants in which iron or steel construction will be used.

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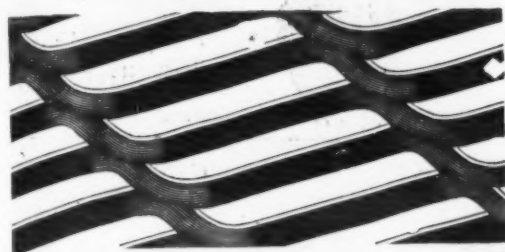
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YOU have every reason you can think of for buying your METAL CORNICE needs from us. We have the facilities, the knowledge and the experience required. We have a reputation that must be maintained. You get the benefit of all this with your order. Send us plans for estimate. Ask us for ideas to make your building look better, rent better or sell better. Our printed matter (free) might help you.

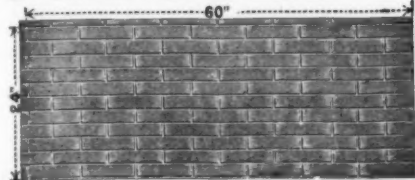
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The BEST Fire-proof Lath made. Perfect key. Mortar cannot break off. No stretching. No shrinking. Easily applied. INVESTIGATE OUR SYSTEM OF FIRE-PROOFING. Write for pamphlet. Mention this paper.

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PRESSED STEEL BRICK

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Best in the market for iron, tin or shingle roofs, railroad cars, iron bridges, steamboats, outbuildings or any place where protection from the weather is desired. Prices and Samples on application.

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ALL COLORS.

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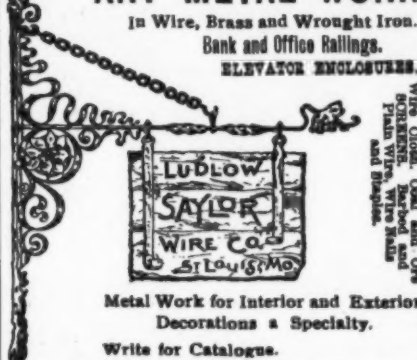
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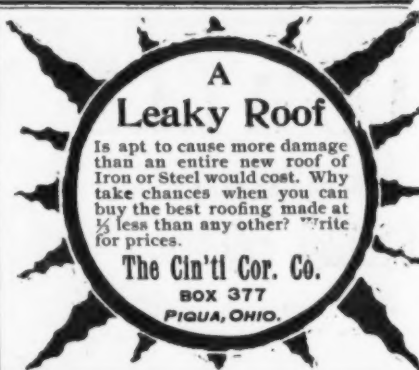
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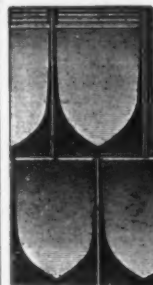
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Is apt to cause more damage than an entire new roof of Iron or Steel would cost. Why take chances when you can buy the best roofing made at 1/3 less than any other? Write for prices.

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PAMPHLET "SUN-STOPPERS" (DESCRIBING BLINDS) FREE.

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WILLER MFG. CO., MILWAUKEE, WIS.**No Flies IN A HOUSE WITH OUR WIRE SCREENS**

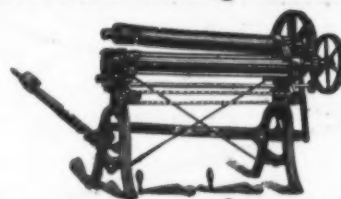
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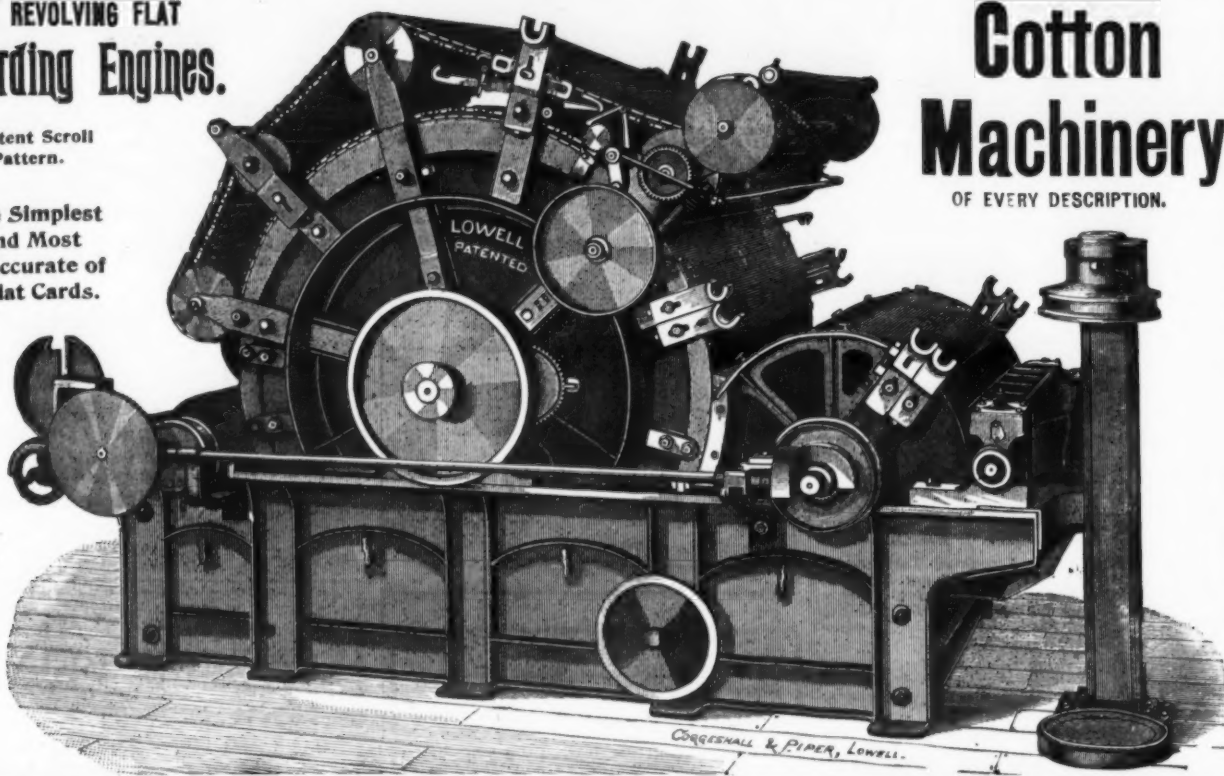
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Specialties in IRON.
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**Foundry Equipments
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Ribbers single and double feed. Write for full particulars.

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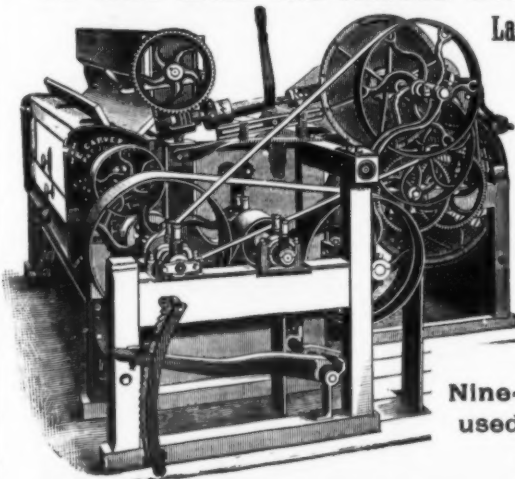
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WE HAVE MADE THE FAMOUS CARVER GIN 84 YEARS.
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are of our make.

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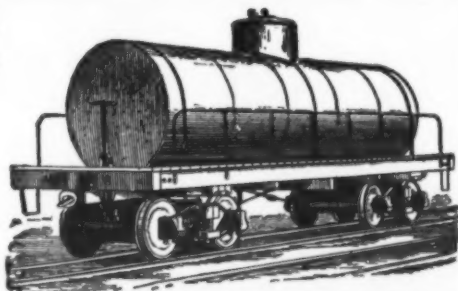
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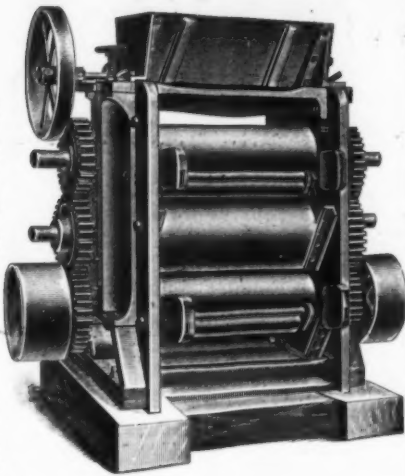
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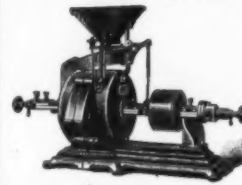
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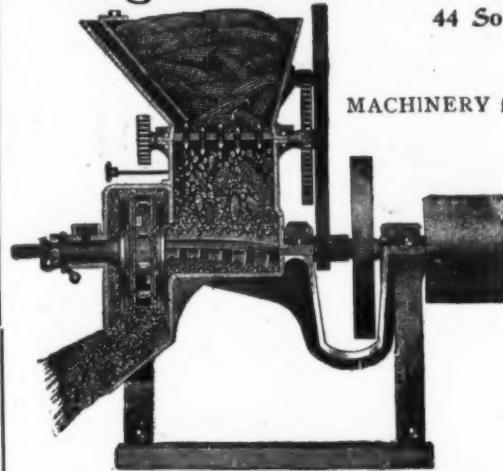
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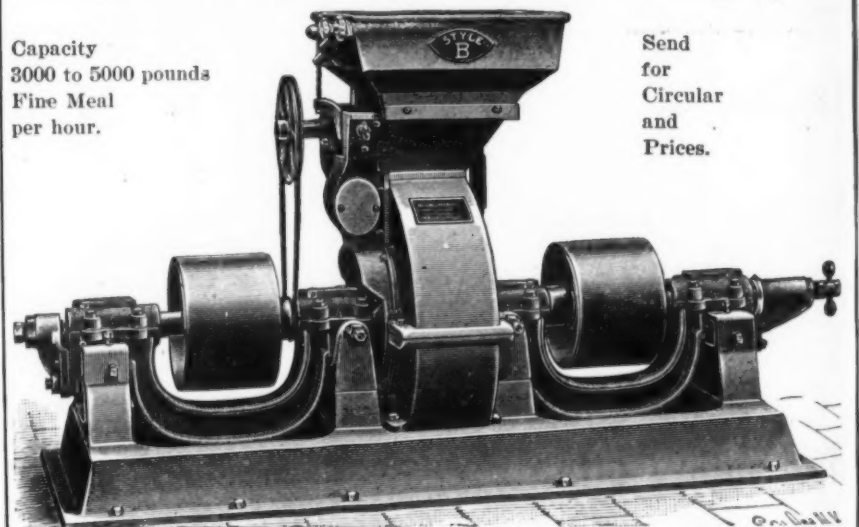
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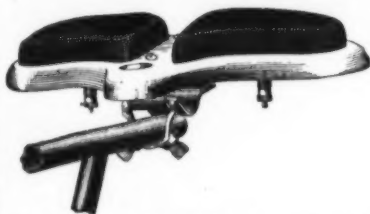
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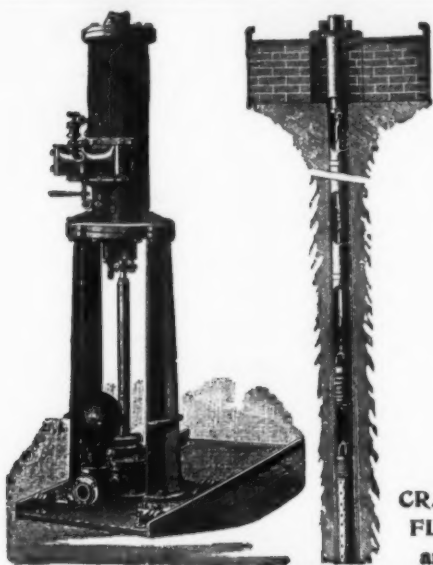
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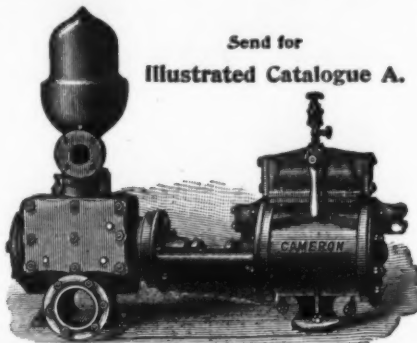


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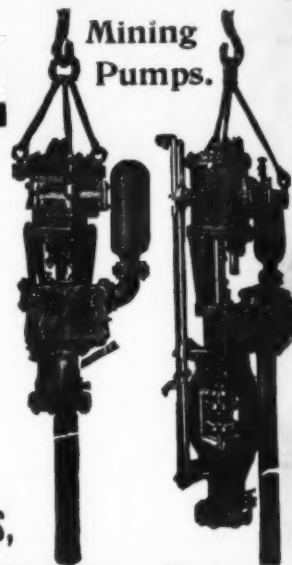


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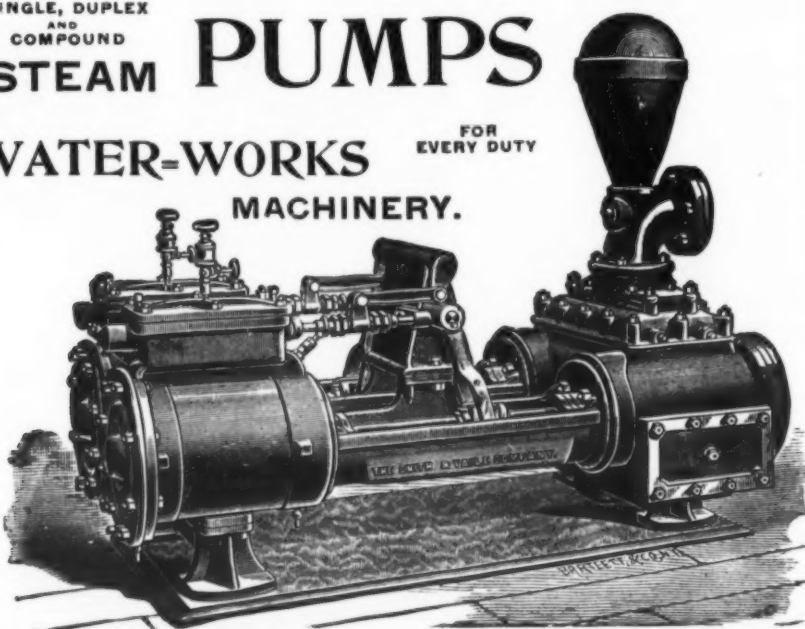
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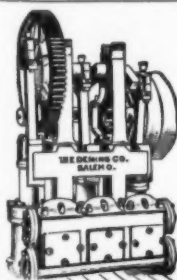


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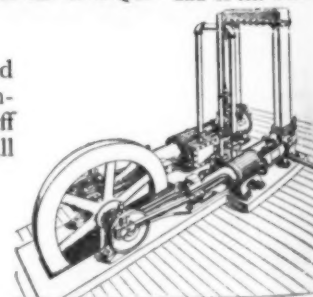
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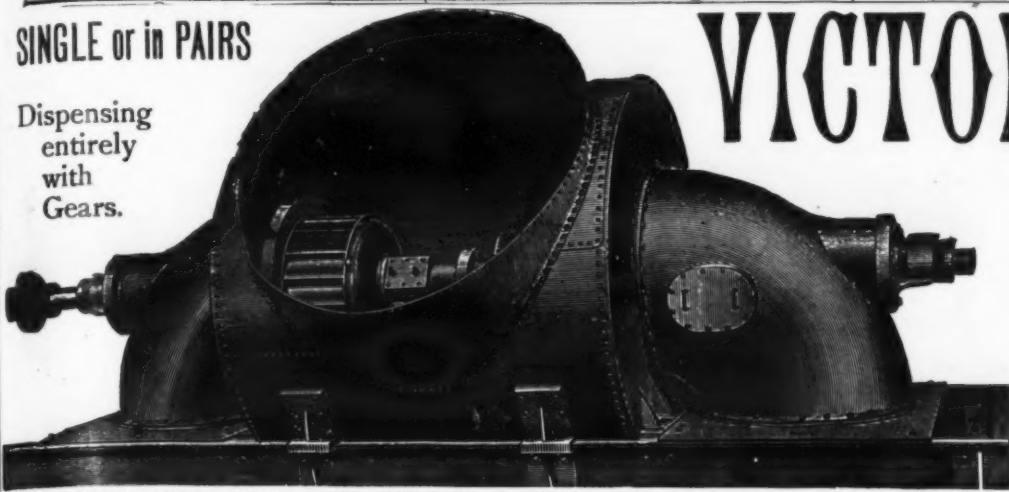
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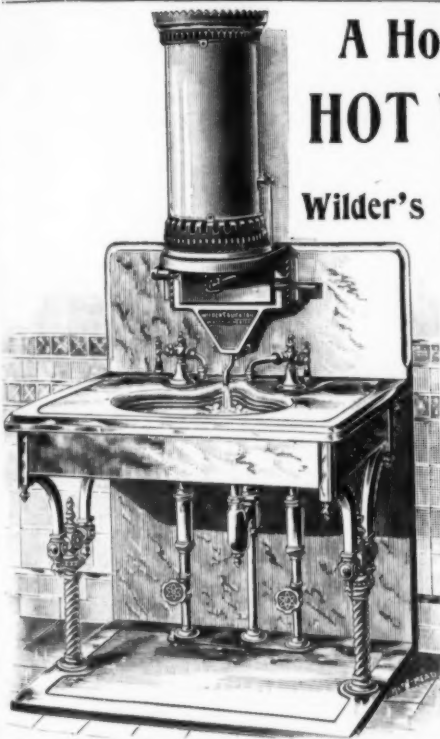
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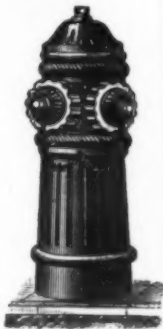
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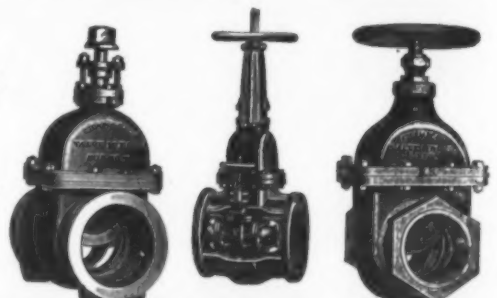
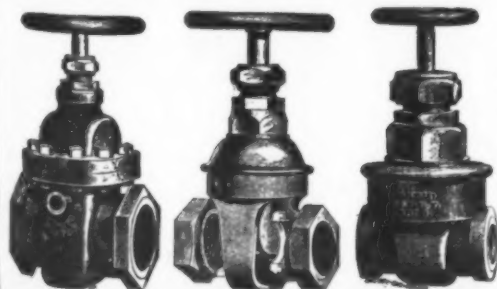
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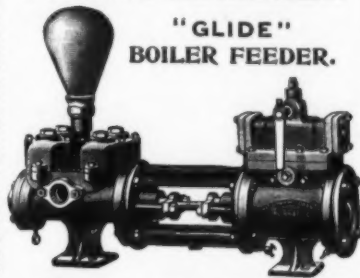
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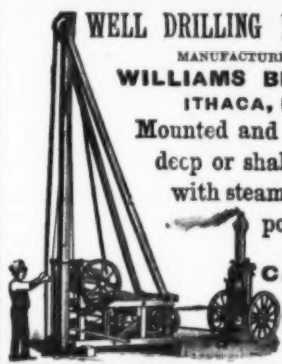
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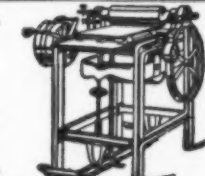
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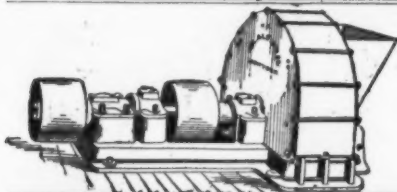


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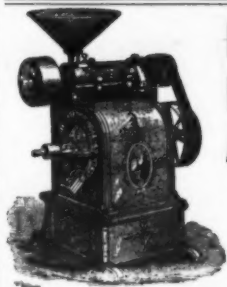
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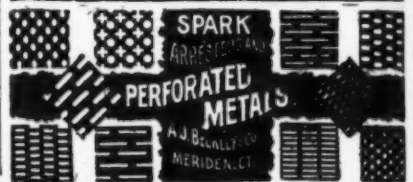
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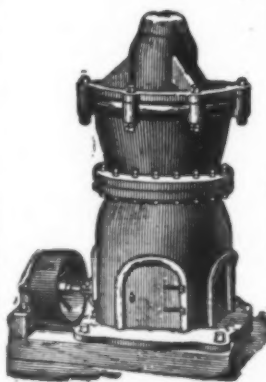


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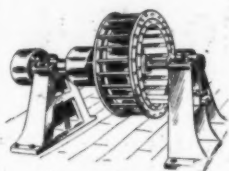
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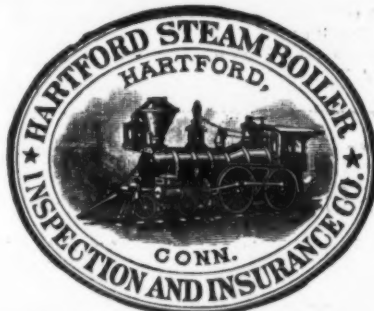
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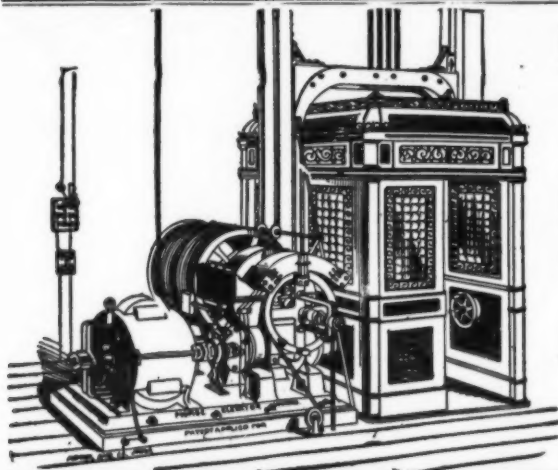
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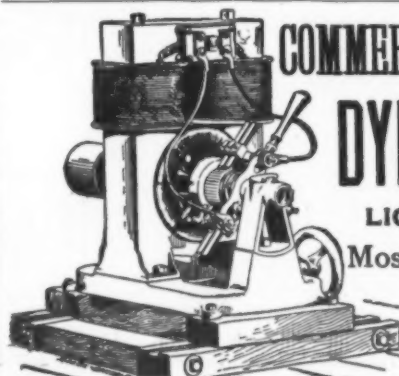


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